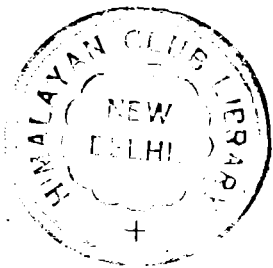


ROUTES  
IN THE  
WESTERN HIMĀLAYA, KASHMĪR, &c.

VOLUME I  
PŪNCH, KASHMĪR & LADĀKH  
(*Second Edition*)

BY

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**CANCELLED.**



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| 92    | Tankse                                | Shāhidulla    | Lingzi-thang plains . . .        | 329   | 198  |
|       | <i>Somgul</i><br>( <i>Kara-kāsh</i> ) | <i>Khotan</i> | <i>Hindu-tāsh-dawān</i> . . .    | ..    | 198  |
| 93    | Tankse                                | Khotan        | Lingzi-thang plains, Yangi-dawān | 376   | 200  |

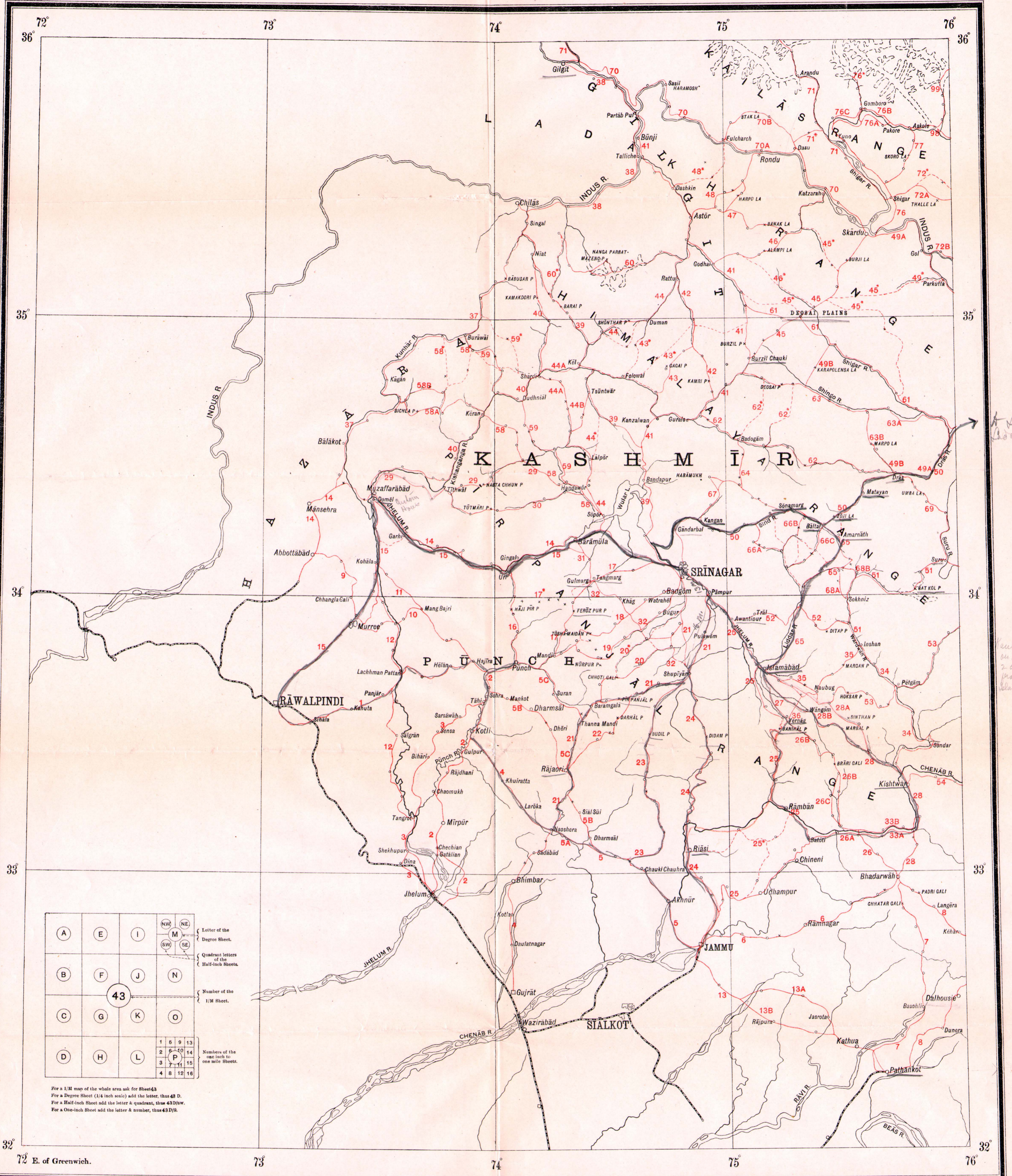
SECTION B.—TO WESTERN TIBET.

|    |               |                        |                             |     |     |
|----|---------------|------------------------|-----------------------------|-----|-----|
| 94 | Tankse        | Kamure<br>(Changthang) | Lanak La . . . . .          | 170 | 203 |
|    | <i>Kyrmgo</i> | <i>Nischu</i>          | <i>Lumkang La</i> . . . . . | ..  | 203 |
| 95 | Tankse        | Pāl                    | Pangkong Tso . . . . .      | 109 | 204 |
| 96 | Shūshal       | Rudok                  | .. .. .                     | 60  | 205 |

SECTION C.—MISCELLANEOUS.

|     |              |                       |  |     |     |
|-----|--------------|-----------------------|--|-----|-----|
| 97  | Pāsu (Hunza) | Shaksgam              | Shingshal pass . . . . .                   | 152 | 206 |
| 98  | Askole       | Ishak-art-aghzi       | Baltoro, Muz-tāgh pass,<br>Takhtkuram pass | 209 | 208 |
| 99  | Askole       | Bāzār-dara            | Punmah glacier, Muz-tāgh pass              | 142 | 211 |
| 100 | Khapalu      | Upper Siachen glacier | Bilafond or Saltoro pass . . .             | 77  | 213 |
|     | <i>Goma</i>  | <i>Chalunka</i>       | <i>Chulung La</i> . . . . .                | ..  | 213 |

Index . . . . . page 215.  
 Two key maps . . . . . in pocket at end.

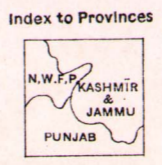
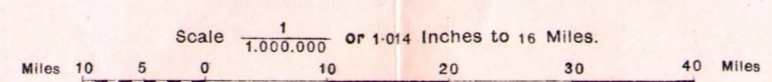


|   |   |   |    |    |
|---|---|---|----|----|
| A | E | I | NW | NE |
| B | F | J | SW | SE |
| C | G | K | 43 |    |
| D | H | L | 1  | 5  |
|   |   |   | 2  | 6  |
|   |   |   | 3  | 7  |
|   |   |   | 4  | 8  |
|   |   |   | 9  | 13 |
|   |   |   | 10 | 14 |
|   |   |   | 11 | 15 |
|   |   |   | 12 | 16 |

For a 1/1M map of the whole area ask for Sheet 43  
 For a Degree Sheet (1/4 inch scale) add the letter, thus 43 D.  
 For a Half-inch Sheet add the letter & quadrant, thus 43 D/SW.  
 For a One-inch Sheet add the letter & number, thus 43 D/9.

Index to Sheets

|    |    |    |
|----|----|----|
| 37 | 42 | 51 |
| 38 | 43 | 52 |
| 39 | 44 | 53 |

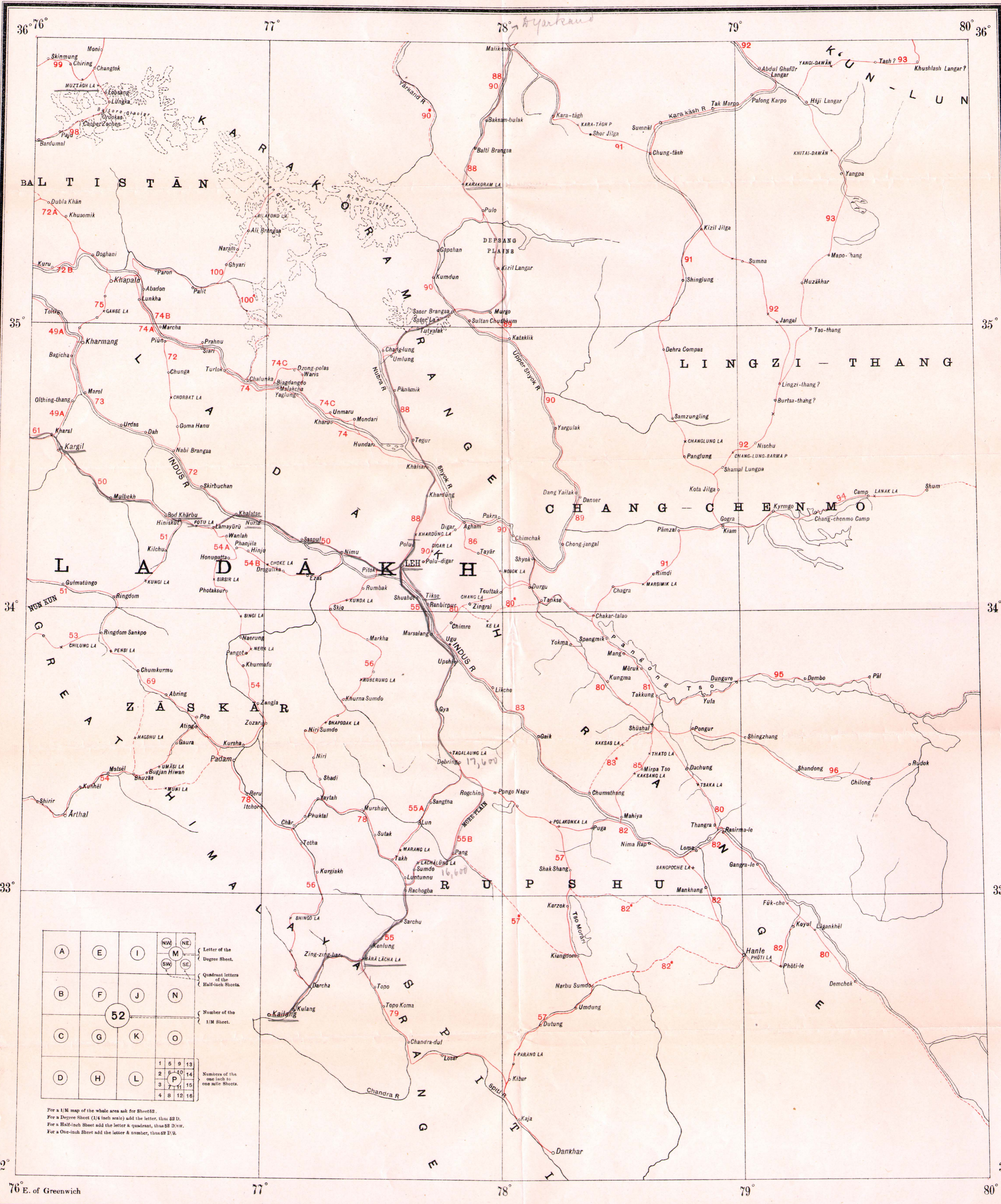


Heliozincographed at the Survey of India Offices, Dehra Dun.

Routes marked with an asterisk are not fully described

Corrected to 1928

*Muzri to Anarwala 32 m.p.h.*  
*Muzri to Pathankot 60 m.*



|   |   |   |   |
|---|---|---|---|
| A | E | I | M |
| B | F | J | N |
| C | G | K | O |
| D | H | L | P |

Letter of the Degree Sheet.

Quadrant letters of the Half-inch Sheets.

Number of the 1/1M Sheet.

|   |   |    |    |
|---|---|----|----|
| 1 | 5 | 9  | 13 |
| 2 | 6 | 10 | 14 |
| 3 | 7 | 11 | 15 |
| 4 | 8 | 12 | 16 |

Numbers of the one inch to one mile Sheets.

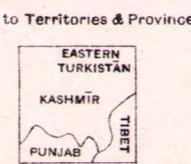
For a 1/1M map of the whole area ask for Sheet 52.  
 For a Degree Sheet (1/4 inch scale) add the letter, thus D 2.  
 For a Half-inch Sheet add the letter & quadrant, thus D 52 D 3.  
 For a One-inch Sheet add the letter & number, thus D 52 D 3.

Index to Sheets

|    |    |    |
|----|----|----|
| 42 | 51 | 50 |
| 43 | 52 | 51 |
| 44 | 53 | 52 |

Scale 1,000,000, or 1:014 Inches to 16 Miles.

Miles 10 5 0 10 20 30 40 Miles



Heliozincographed at the Survey of India Offices, Dehra Dun.

Routes marked with an asterisk are not fully described.

## PREFACE TO THE FIRST EDITION.

In the winter of 1855, Lieutenant T. G. Montgomerie was deputed to commence the survey of Kashmīr. With the old instruments a primary series of triangulation was carried to the valley and across the Deosai plains to Skārdu, thence up the Indus to beyond Leh. A network of secondary and minor triangulation was constructed during the succeeding years; and the topographical work, following closely on the theodolite observations, was completed by the year 1865, when the limits of Ladākḥ were reconnoitred and mapped. The Gilgit Agency at that time had not been formed, nor the states of Hunza and Nagar penetrated, but the work of various surveyors had led them into many districts which were then almost totally unknown.

At that time our knowledge of the Himālaya was very deficient; few sportsmen ventured far from beaten tracks; the mountains were far distant from the railheads of India; and very careful forethought and intelligent preparation were necessary before long journeys could be undertaken.

As a result of Montgomerie's labours, a quarter-inch reconnaissance map of Kashmīr and Ladākḥ was compiled and published. The remoteness and inaccessibility of the country precluded the possibility of a map carefully surveyed in every detail; nor would such a map at that time have justified the expense entailed. And when the enormous area completed in those short eleven years is considered—110,000 square miles of triangulation, 92,200 square miles of topography—it is hardly to be wondered at that modern travellers should have discovered errors in the old map.

At the close of the operations, Lieut.-Col. Montgomerie collected from his assistants and contemporaries—amongst whom may be mentioned Godwin Austen and Henry Trotter—the accounts of their journeys, and published a small route book. This was, the author believes, the first attempt at a modern guide to the Western Himālaya. In 1883, a second edition of his pamphlet was published with a few additions from Major Bates' Gazetteer. Since that date this has been gradually extended, partially revised and several times reprinted. The last edition, termed the "Third edition, Revised and corrected", was issued in 1909. Certain routes had undoubtedly been brought up to date, but many had been left uncorrected. The reason for this was that little or no new work had been recently undertaken by the Survey of India Department in the areas concerned, and details were lacking of improvements and changes.

Various other guide and route books have appeared in the meanwhile, amongst which the most useful are Duke's, Neve's and De Bourbel's. The first and second, which are intended mainly for tourists and sightseers, give more details regarding points and places of interest, but less of the actual conditions and necessary arrangements of travel. De Bourbel's Route-book was admittedly an attempt to extend and bring Montgomerie's publication up to date; but the date is 1897 and in many particulars it is no longer correct, while many important routes are omitted.

In 1909, about the time the last edition of Montgomerie was published, the modern one-inch survey of Kashmīr was commenced. The present publication is the outcome of that survey, and is compiled under the orders of Colonel C. H. D. Ryder, C.B., C.I.E., D.S.O., Surveyor General, who was for some time in charge of the survey work: and the author has himself spent five field seasons in Kashmīr and beyond. Though the one-inch survey only extends to the Great Himālaya range, new work has been carried by triangulators across the northern ranges, now more accessible than in the past, and the Indian work is connected with that of Russia. These operations enabled some of the officers concerned to correct the old routes, and to add others. Furthermore, much new information has been made available as the result of private enterprise.

Montgomerie's Route-book covered Jammu, Pūnch, Kashmīr, Ladākḥ, Spiti, Kangra, Kulu, Lāhul, and the mountains north of Simla and Mussoorie, approximately 6 degrees of latitude and 8 degrees of longitude, an area roughly four times the size of Switzerland and the Alps. In view of additional routes and other details included herein, it has been considered advisable to divide the new edition into two volumes. The present work therefore includes only the first four areas mentioned above, with the addition of the Kara-koram and K'un-lun ranges. It is hoped to revise the remaining routes of the previous edition and publish a second volume containing these and others at a later date.

The objects of this route-book are (1) to assist travellers and sportsmen to select the most suitable route from a given place to any other in the area, (2) to show them where accommodation and assistance may be obtained, and where difficulties may be expected, (3) to help them in the matter of supplies, transport, etc., (4) to give such details which cannot be shown on existing maps. It is not a climber's guide nor a military report; neither is it intended to supplant the use of maps, without which no mountain journey should be undertaken. With these objects in view, new key maps\* have been included at the end and map references have been given in every route. New details of importance to travellers, such as hospitals, dispensaries, hotels, banks, etc., have been added. Bungalows have been classified, so far as information was available, as Dak bungalows, with board (DB.); Rest-houses, without board (RH.); Military works bungalows (MWB.); Inspection bungalows (IB.); and forest rest-houses (FRH.). In the case of the last three, permission to occupy them should be previously obtained, if possible, from the military authorities, the Public Works or State Engineer, or the Forest Departments. It is probable that these details have been omitted in some cases, but the author has intentionally left them out when he has been in doubt. Heights and distances have been revised from the most recent surveys, or other information: in country not surveyed under modern conditions these must be taken as approximate. Data regarding supplies, fuel, transport, etc., have been reconsidered as far as possible from the latest sources and with the help of recent travellers; but it must be remembered that the experience and opinions of individuals are bound to differ on these questions. Moreover, in a mountainous country, the alignment of a road is frequently liable to disfigurement

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\* Portions of certain routes in Part IV fall without the area shown on the key maps, and are therefore not shown.

by slips and its bridges may be washed away by spates ; in outlying districts their immediate or even subsequent repair is not assured. The condition of a pass and the position of a ford vary within limits from year to year ; supplies are dependent on climate, an inconstant factor ; and regulations, themselves liable to change, are in force in certain areas, restricting their issue. The intending traveller should therefore try to ascertain beforehand whether the conditions set down here obtain at the season he wishes to travel ; and he should whenever possible obtain early from the local Tahsildar a written authority to enable him to obtain necessary assistance when required.

Regarding maps, the one in existence at the time of publication is given. Others, which may be more suitable when published, are often shown in brackets. For almost the whole of Ladākh, only the old Indian Atlas quarter-inch sheets of Montgomerie's survey are yet available ; and for Astōr, Gilgit and the northern limits, only the old northern-transfrontier quarter-inch sheets are obtainable. In Turkistān, the maps of Sir Aurel Stein's new atlas of " Chinese Turkistān and Kansu " are the best. These were published by the Survey of India and copies are stocked by that department. On the key sheets themselves are given details of the method of ordering modern Survey of India maps. The official agency for the Survey of India in Kashmīr is Cockburn's Agency, Srīnagar, which always maintains a stock of maps for sale. Information regarding these and other Survey of India matters can be obtained through this agency. Maps can also be had direct from the O. C. Map Record and Issue Office, 13, Wood Street, Calcutta ; but the local agency is recommended.

In a book of this nature slips and omissions are bound to occur, while some details noted on are liable to change. In the midst of other work the author has been unable to devote as much time as he could have wished, to the book while passing through the press, particularly as regards the accenting of names. It is hoped that travellers will assist the Survey of India publishers to maintain its usefulness for future travellers by forwarding corrections to the Superintendent of the Trigonometrical Survey, Dehra Dūn ; such corrections will be embodied in any later edition that may be required.

The author wishes to take this opportunity of thanking the various friends who have assisted him, especially Captain J. A. L. Deane, R.A., Major J. H. B. Somerville, D.S.O., R.A., and Captain B. K. Featherstone, late 54th Sikhs, F. F., who have kindly added to the information of and corrected several routes in the Gilgit Agency, in Ladākh and in Baltistān, respectively. He is also indebted to the authors of the guide books mentioned for certain minor particulars, and to Mr. Sarat Kumar Mukerji of the Printing Office, Dehra Dūn, for the care he has bestowed on the book while in the proof stage.

KENNETH MASON.

*Kashmir, 1922.*

## PREFACE TO THE SECOND EDITION.

In publishing the second edition of this Route-book, I wish to thank all those travellers who have been kind enough to send in suggestions and corrections. Among these I am particularly indebted to Mr. H. L. Wright, Chief Conservator of Forests, Jammu and Kashmir State, Major A. E. B. Parsons, and Mr. H. Todd, Foreign and Political Department, Major J. H. B. Somerville, D.S.O., R.A., Major M. L. A. Gompertz, the Baluch Regiment, Captain C. J. Morris, 3rd Q. A. O. Gurkha Rifles, Captain R. Allhusen, R.A., and Captain E. L. Harrison, 1/2 Punjab Regiment.

Of the one hundred routes described in the old edition, fifty-four (or the major portions of them) have been checked on the ground in the last five years, and corrected where necessary in the present edition; heights and other details, such as bungalows and supplies, have been revised from the latest sources; and the map references have been brought up to date (September 1928).

Volume ii, comprising Spiti, Kangra, Kulu, Lahul and the other Himalayan districts north of Simla, Mussoorie and Naini Tal—roughly the area bounded by latitude 33° on the north, longitude 76° on the west, the foothills on the south, and Nepal on the east—has unfortunately not been published yet. It is however under compilation. Any recent first-hand descriptions of routes in this area will be welcomed.

The recently formed Himalayan Club proposes to prepare District Guides, elaborating these Route-books, and including more detailed information on peaks and passes, on climate and meteorology, on geology, botany, natural history and other scientific subjects, on the inhabitants of the district and their way of living, on archæology and folk-lore, and on all matters of interest to Himalayan travellers. Any details of interest on such subjects will therefore be most gratefully received by the Honorary Secretary of the Club at Simla. Any corrections to this Route-book should be sent to the Director, Geodetic Branch, Survey of India, Dehra Dūn.

KENNETH MASON.

*Calcutta, 1928.*

## ABBREVIATIONS.

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- DB.*—Dak bungalow with servants and board.  
*RH.*—Rest-house without servants or board.  
*IB.*—Road inspection bungalow (civil).  
*MWB.*—M. E. S. bungalow (military).  
*FRH.*—Forest rest-house.  
*C.*—Caravan sarai for Indian travellers.  
*E.*—Encamping ground.  
*PO.*—Post office.  
*TO.*—Telegraph office.  
*S.*—Supplies.  
*T.*—Transport.  
*F.*—Firewood or other fuel.  
*G.*—Grass or grazing.  
*W.*—Water.  
*R.*—River.  
*N.*—Nāla, Nār, Nāi.  
*r.*—right.  
*l.*—left.
- } For a small party of travellers.
- 

## MAPS.

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The Survey of India maps referred to are :—

- (1) Scale 1/1,000,000 ; these are merely denoted by a number, *e.g.*, 43.
- (2) Scale 1 inch to 4 miles ; denoted by a number and letter, *e.g.*, 43K. Sixteen of these sheets cover the area of sheet 43.
- (3) Scale 1 inch to 2 miles ; denoted by number, letter, dash, and quadrant, *e.g.*, 43K/NE. Four of these cover the area of sheet 43K.
- (4) Scale 1 inch to 1 mile ; denoted by number, letter, dash and number, *e.g.*, 43K/15. Sixteen of these cover the area of sheet 43K, and four the area of sheet 43K/SE.



**PART I.—THE OUTER HILLS.**

**SECTION A.—TO PŪNCH.**

**Route 1.—RĀWALPINDI to PŪNCH via LACHHMAN PATTAN—100 miles.**

The route described below is that in general use ; beyond Lachhman Pattan there are however several alternatives, fit for ponies, and shorter though not so good as that described. In some places T. has been noted as scanty. A few coolies are almost always available but probably no pony transport.

| NUMBER OF STAGES. | NAMES OF STAGES.   | MAP REFERENCE. | MILES.          |        | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|--|----------------|-----------------|--------|-------------------------|--|
|                   |  |                | INTER.          | TOTAL. |                         |  |
|                   | <b>Rāwalpindi,</b><br><i>Hotels, RH., E., PO., TO., Hospital, Banks.</i> | 43G/2          | ..              |        | 1670                    | Large city and cantonment. Railway station RH. ; motor and tonga agencies ; European shops. By cantonment and the Park south-eastwards along the main Grand Trunk road to Lahore, At mile 6 leave this road and take rough cart-road.  |
| 1                 | <b>Sihāla,</b><br><i>E., PO., TO., at RS.</i>                            | do.            | $\frac{11}{11}$ |        | 1500                    | Village and station on NW. Railway. T. nil ; S. F. G. W. available. Rough cart-road over broken country on left bank of Soān R. Cross Ling R. by ford at mile 11.  |
| 2                 | <b>Kahuta,</b><br><i>RH., C., E., PO., Dispensary.</i>                   | 43G/6          | $\frac{12}{23}$ |        | 2020                    | Large village, bazar and tahsil. S. T. F. G. W. plentiful. Good pony road past Maniand, mile 2. Country well-wooded with cultivation in patches.   |
| 3                 | <b>Panjār,</b><br><i>FRH., E.</i>  | 43G/10         | $\frac{10}{33}$ |        | 2750                    | Village in cultivation surrounded by forest. S. T. nil ; G. W. scarce ; F. plentiful. Graded descent past Barāthiān mile 2, and Sūn, mile $4\frac{1}{2}$ , to Jhelum river right bank, mile 6, which is followed for rest of stage. In last mile cross suspension bridge over Jhelum to Pūnch State territory. |

| NUMBER OF STAGES. | NAMES OF STAGES.                                  | MAP REFERENCE. | INTER-MILES.<br>TOTAL MILES. | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|---|----------------|------------------------------|-------------------------|--|
| 4                 | Lachhman Pattan,<br><i>RH., E.</i>                | 43G/10         | $\frac{10}{43}$              | 1590                    | Small village. S. T. scarce ; F. G. moderate ; W. plentiful. R.H. is one mile beyond the suspension bridge. E. is very small.<br>Graded road up hill-side past Bhatea, mile 3, round spur projecting to Gūn R. ; thence south-eastwards up tributary by good and well-graded road, fit for camels. |
|                   |   | 43G/9          |                              |                         |  |
| 5                 | Palandri,<br><i>RH., E., Dispensary.</i>          | 43G/10         | $\frac{14}{57}$              | 4600                    | Large scattered village. S. T. F. G. available ; W. plentiful.<br>Graded road past Chhalhār mile 3, round northern slopes of Nānga Pīr.  |
|                   |   | 43G/9          |                              |                         |  |
| 6                 | Hēlāṅ,<br><i>E.</i>                               | 43G/13         | $\frac{17}{74}$              | 5500                    | Scattered village. S. T. F. G. W. scanty.<br>Good graded road over broken country. Pass Bhāntini, mile 8.  |
| 7                 | Hajīrn,<br><i>RH., E., PO.</i>                    | do.            | $\frac{11}{85}$              | 3400                    | Village on Swān N. S. T. scanty ; F. G. F. moderate ; W. plentiful.<br>A shorter road fit for ponies from Palandri to Hajīra is <i>via</i> Nār.<br>Road as above. Pass Sehr mile 5 and cross bridge over Pūnch river, mile 6½. Thence by left bank Pūnch river to mile 14. Cross Pūnch river.      |
|                   |   | 43G/14         |                              |                         |  |
|                   |   | 43K/2          |                              |                         |  |
| 8                 | Pūnch,<br><i>RH., C., E., PO., TO., Hospital.</i> | 43K/1          | $\frac{15}{100}$             | 3300                    | Town, fort, bazar ; capital of Pūnch State. S. T. F. G. W. abundant.   |

Route 2.—JHELUM to PŪNCH, *via* MĪRPŪR and KOTLI—98 miles.

This is the most direct and frequented route between Jhelum and Pūnch. It is passable throughout for pack transport, and is generally kept in fairly good repair. It is well to make a double march to Mīrpūr the first day if possible. Motors can now be taken from Jhelum to Mīrpūr *via* Serai Alamgīr, thence along the canal bank to Chichian, and by metalled cart road to Mīrpūr ; distance 40 miles.

|  |       |    |     |  |
|--|-------|----|-----|--|
| Jhelum,<br><i>Hotels, DB., C., E., PO., TO., Hospital, Bank.</i> | 43H/9 | .. | 764 | Cantonment, civil station, town and headquarters of district. Station on N. W. Railway. S. T. F. G. W. ample.<br>Rough cart road by right bank of Jhelum river. Cross by Gatālian ferry. |
|--|-------|----|-----|--|

| NUMBER OF STAGES. | NAMES OF STAGES.  | MAP REFERENCE.   | INTER.-MILES.<br>TOTAL MILES. | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|---|------------------|-------------------------------|-------------------------|--|
| 1                 | Gatālian,<br><i>E.</i>                                      | 43G/12           | $\frac{10}{10}$               | 808                     | Hamlet, and ferry across Jhelum R. S. T. F. G. nil; W. plentiful.<br><br>Cross upper Jhelum canal, mile 3, and Bala pass, 1650 feet, mile 9. Motors now ply for hire from Gatālian Ferry to Mirpūr.                              |
| 2                 | Mirpūr,<br><i>E., P.O., Hos-<br/>pital.</i>                 | 43G/16<br>43G/15 | $\frac{13}{23}$               | 1180                    | Small town, bazar, tahsil. S. T. F. G. W. plentiful.<br>Fair road passable for laden animals over stony ground. Cross Mirpūr plateau and Pūnch R. ferry.   |
| 3                 | Chaomukh,<br><i>E., P.O.</i>                                | 43G/11           | $\frac{10}{33}$               | 1120                    | Large village. S. F. G. available; T. scanty; W. plentiful.<br>Recross Pūnch R. ferry.   |
| 4                 | Rājdhani,<br><i>E.</i>                                      | 43G/15           | $\frac{9}{42}$                | 1650                    | Scattered village. S. T. F. G. available; W. plentiful from spring.<br>Road difficult in places for animals. Pass Nār, 8 miles. Country broken up by low hills. Cross Mamhuli stream at mile 13.                                 |
| 5                 | Gulpur,<br><i>E.</i>  | do.              | $\frac{15}{57}$               | 1850                    | Hamlet. S. T. nil, F. G. available; water from springs. Tharochi fort is on summit of hill to east. Fair road by Barāli, mile 4, passable for pack animals along eastern slopes of Pūnch valley.                                 |
| 6                 | Kotli,<br><i>RH., E., P.O.,<br/>Dispensary.</i>             | 43G/14           | $\frac{10}{67}$               | 2000                    | Town, fort, tahsil, bazar. S. T. F. G. W. available.<br>Fair road for pack animals along eastern slopes Pūnch valley. Pass Phagwāri, mile 4.   |
| 7                 | Sehra,<br><i>RH., E.</i>                                    | do.<br>43K/2     | $\frac{14}{81}$               | 2630                    | Large village, bazar, tahsil. S. T. F. G. W. available.<br>Rough and stony road, passable for mules. Cross Mendhar ford, mile $1\frac{1}{2}$ , and join Rāwalpindi-Pūnch route at suspension bridge over Pūnch R. (see Route 1). |
| 8                 | Pūnch,<br><i>RH., C., E.,<br/>P.O., T.O.,<br/>Hospital.</i> | 43K/1            | $\frac{17}{98}$               | 3300                    | Town, fort, bazar; capital of Pūnch State. S. T. F. G. W. abundant.  |

## Route 3.—JHELUM to PÜNCH, via TANGROT and SARSĀWĀH—99 miles.

A much less frequented route than that described in Route 2. An unmetalled motor cad leaves the Grand Trunk Road at Dina, by which it is 4 miles. Jhelum to Shekhpur by this route is 16 miles. Stage from Sarsāwāh to Tāhi is indirect and very bad going for animals; coolie transport is recommended for this journey. The ford between Kakuta and Sehr is not always passable. Boats can be floated down the Jhelum river to Jhelum city from Tangrot.

| NUMBER OF STAGES. | NAMES OF STAGES.  | MAP REFERENCE.   | INTER-MILES.<br>TOTAL MILES.          | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.  |
|-------------------|---|------------------|---------------------------------------|-------------------------|---|
|                   | <b>Jhelum,</b><br><i>Hotels, DB., C., E., PO., TO., Hospital, Bank.</i> | 43H/9            | ..                                    | 764                     | Cantonment, civil station, town and headquarters of district. Station on N. W. Railway. S. T. F. G. W. ample. Rough cart-road over cultivated plain. See also note at head of route.  |
| 1                 | <b>Shekhpur,</b><br><i>RH., E.</i>                                      | 43G/12           | $\frac{12\frac{1}{2}}{12\frac{1}{2}}$ | 882                     | Hamlet. S. T. F. G. W. available. Fair unmetalled road, good for laden animals.   |
| 2                 | <b>Tangrot</b> (or <b>Dhangot</b> )<br><i>RH., E., PO.</i>              | do.              | $\frac{12\frac{1}{2}}{25}$            | 1100                    | Hamlet at junction of Pünch and Jhelum rivers. S. T. F. G. W. available. Cross Jhelum ferry and Chana spur, mile 2. Track becomes rough and stony from here to Pünch and is difficult in places for laden animals. Pass Dadiāl, mile 8.   |
| 3                 | <b>Bihāri,</b><br><i>E.</i>   | 43G/11<br>43G/10 | $\frac{15}{40}$                       | 1650                    | Hamlet. S. T. nil. F. G. scarce. W. indifferent. Cross Baoli ford, 2550 feet, at Chhochh, mile 5; and Khaira pass, 2945 feet, mile 8.   |
| 4                 | <b>Sensa,</b><br><i>E., PO.</i>   | 45G/14           | $\frac{12}{52}$                       | 2150                    | Village. S. T. F. G. W. available. Cross Baroi or Bharuhian pass, 3230 feet, and Baoli ford.  |
| 5                 | <b>Sarsāwāh,</b><br><i>E.</i>   | do.              | $\frac{10}{62}$                       | 2490                    | Large village and bazar. S. T. F. G. W. procurable. Cross Sarsāwāh ford, and ascend steadily up steep wooded slopes to Chamba Gali, 4100 feet, at mile 10. Descend ravine steeply to Pünch R., at mile 14. Thence by r. bank of latter past hot springs, temp. 150° F. in limestone rocks. The ascent of Chamba Gali is very tiring and is only fit for coolie transport. |

| NUMBER OF STAGES. | NAMES OF STAGES.                                | MAP REFERENCE. | INTER.-MILES.<br>TOTAL MILES. | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.  |
|-------------------|---|----------------|-------------------------------|-------------------------|---|
| 6                 | Tāhi,<br>E.                                     | 43G/14         | $\frac{17}{79}$               | 2400                    | Large village. S. T. F. G. W. procurable.<br>Fair track up r. bank Pūnch R. Pass large scattered village Mandhol at mile 6. Ford Swān R. at Kakuta and join Rāwalpindi-Pūnch route at Sehr. |
| 7                 | Sehr,<br>E.                                     | do.<br>43K/2   | $\frac{10}{89}$               | 2880                    | Village. S. T. F. G. W. procurable.<br>Cross bridge over Pūnch R. mile $1\frac{1}{2}$ ; thence by l. bank Pūnch R. to mile 14. Cross Pūnch R. See Route 1.                                  |
| 8                 | Pūnch<br>RH., C., E.,<br>PO., TO.,<br>Hospital. | 43K/1          | $\frac{10}{99}$               | 3300                    | Town, fort, bazar, capital of Pūnch State. S. T. F. G. W. abundant.   |

Route 4.—GUJRĀT to PŪNCH, *via* BHIMBAR and KOTLI—119 miles.

This route is fit for pack animals throughout except after heavy rain. There should be no difficulty regarding supplies, etc. An alternative and shorter route *via* Makri is not so good as that described below.

|   |   |       |                                       |      |   |
|---|---|-------|---------------------------------------|------|---|
|   | Gujrāt,<br>RH., C., E.,<br>PO., TO.,<br>Hospital. | 43L/2 | ..                                    | 700  | Large city and civil station on N. W. Railway. S. T. F. G. W. plentiful.<br>Country level, open and cultivated. Fair unmetalled road unbridged. Pass Harbaspur, mile 4. Cross the Bhandar N. (impassable after heavy rain), mile $6\frac{1}{2}$ . |
| 1 | Daulatnagar,<br>DB., E., PO.                      | do.   | $\frac{11\frac{1}{2}}{11\frac{1}{2}}$ | 900  | Large village. S. F. G. available; also a few coolies. W. from wells.<br>Country and road as above. Pass Bazurgwal, mile $2\frac{1}{2}$ , and Sabaur, mile 4.   |
| 2 | Kotla,<br>RH., E., PO.,<br>Dispensary.            | 43L/1 | $\frac{8}{19\frac{1}{2}}$             | 1050 | Small village. S. F. G. available; few coolies; W. from wells.<br>Country as above. Road very fair but nalas difficult after rain. Cross Bhitabar ford.   |





| NUMBER OF STAGES. | NAMES OF STAGES.   | MAP REFERENCE.  | MILES.           |       | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|--|-----------------|------------------|-------|-------------------------|--|
|                   |  |                 | INTER-           | TOTAL |                         |  |
| 2                 | <b>Chauki Chauhra,</b><br><i>E.</i>                      | 43K/12          | $\frac{13}{31}$  |       | 2250                    | S. scanty; T. nil; F. G. W. available.<br><br>Cross Kāli Dhār range by Akhar Gala, mile 3. Ascent and descent graded. Cross Tāwi Khad at Sadhot, mile 5, and Thandapaniwāli Tāwi, mile 10.             |
| 3                 | <b>Thandapāni,</b><br><i>RH., C., E.</i>                 | 43K/8           | $\frac{12}{43}$  |       | 1900                    | Village; S. T. F. G. available; W. plentiful.  |
| A3                | <b>Thandapāni,</b><br><i>RH., C., E.</i>                 | 43K/8           | 43               |       | 1900                    | See above.<br><br>Good pony road along well-cultivated open valley. Cross Niāri Tāwi ford, at Siōt, mile 7. Pass Dandēsar village, mile 11. Baganōt, mile 13, and cross Tāwi river by ford at mile 16. |
| A4                | <b>Naoshera,</b><br><i>RH., C., E., PO.</i>              | 43K/4           | $\frac{17}{60}$  |       | 1820                    | } See Route 4.   |
| A5                | <b>Larōka,</b><br><i>E.</i>                              | do.             | $\frac{12}{72}$  |       | 2900                    |  |
| A6                | <b>Khuratta,</b><br><i>E., PO.</i>                       | 43K/3<br>43G/15 | $\frac{11}{83}$  |       | 2570                    |  |
| A7                | <b>Kotli,</b><br><i>RH., E., PO., Dispensary.</i>        | 43G/14          | $\frac{16}{99}$  |       | 2000                    |  |
| A8                | <b>Sehra,</b><br><i>RH., E.</i>                          | do.<br>43K/2    | $\frac{14}{113}$ |       | 2630                    | } See Route 2.   |
| A9                | <b>Pūnch,</b><br><i>RH., C., E., PO., TO., Hospital.</i> | 43K/1           | $\frac{17}{130}$ |       | 3300                    |  |

| NUMBER OF STAGES. | NAMES OF STAGES.                            | MAP REFERENCE. | MILES.    |       | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.  |
|-------------------|---|----------------|-----------|-------|-------------------------|---|
|                   |   |                | INTER.    | TOTAL |                         |   |
| B3<br>C3          | Thandapāni,<br>RH., C., E.                  | 43K/8          | 43        |       | 1900                    | See stage 3 above.<br><br>For 2 miles down well-cultivated valley. Cross low ridge to north.  |
| B4<br>C4          | Dharmśāl,<br>C., E., PO.                    | do.            | 10<br>53  |       | 2100                    | Village. S. T. F. G. W. available.<br><br>Road fairly good. Cross Niāri Tāwi mile 2; thence over several spurs, and low range of hills.   |
| B5<br>C5          | Siāl Sūi,<br>C., E.                         | do.            | 11<br>64  |       | 2650                    | Village. S. F. G. W. available; few coolies.<br><br>Road fairly good. Cross steep range by Gesar Gala. Easy descent to Tāwi river, mile 6. Thence by l. bank.                     |
| B6<br>C6          | Rājaori<br>(Rāmpur),<br>RH., C., E.,<br>PO. | 43K/7          | 16<br>80  |       | 3030                    | Small town, bazar and tahsil. S. T. F. G. W. plentiful.   |
| B6                | Rājaori<br>(Rāmpur),<br>RH., C., E.,<br>PO. | 43K/7<br>43K/6 | 80        |       | 3030                    | See above.<br>Fair hill road, passable for mules; up l. bank of Sukh Tāo valley.  |
| B7                | Dhēri,<br>E.                                | 43K/2          | 14<br>94  |       | 4000                    | Scattered village. S. T. very scarce; F. G. W. plentiful.<br><br>Across Bhimbar Gali, 5415 feet; thence along spur to Mendhar valley, and cross ford. Pass Mendhar, PO., mile 10. |
| B8                | Mankot,<br>E.                               | do.            | 16<br>110 |       | 3000                    | Village and fort. S. T. F. G. available; W. plentiful.<br><br>Down r. bank of Mendhar R.; up l. bank of Pūnch R. Pass Sāgra at mile 2.  |
| B9                | Ban,<br>E.                                  | 43G/14         | 11<br>121 |       | 2600                    | Small scattered village. S. T. F. G. scarce. W. plentiful.<br>Up Pūnch valley. Cross Suran ferry.   |

| NUMBER OF STAGES. | NAMES OF STAGES.  | MAP REFERENCE. | MILES.           |       | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|---|----------------|------------------|-------|-------------------------|--|
|                   |   |                | INTER.           | TOTAL |                         |  |
| B10               | <b>Pūnch,</b><br><i>RH., C., E.,<br/>PO., TO.,<br/>Hospital.</i>  | 43K/1          | $\frac{11}{132}$ |       | 3300                    | Town, fort, bazar; capital of Pūnch State. S. T. F. G. W. abundant.  |
| C6                | <b>Rājaori</b><br><b>(Rāmpur),</b><br><i>RH., C., E.,<br/>PO.</i> | 43K/7          | 80               |       | 3030                    | See above.<br><br>Up l. bank Tāwi R. Ford Darhāl tributary, mile $1\frac{1}{2}$ and other minor streams. Pass Fatehpur, mile 4.  |
| C7                | <b>Thanna</b><br><b>Mandi,</b><br><i>RH., C., E.</i>              | 43K/6          | $\frac{14}{94}$  |       | 4930                    | Village. Salt depôt. S. T. F. G. W. available. R H. on r. bank of Dhāndal N. Ruined sarai of Moghal period.<br><br>Road fair with frequent ascents and descents; a small stream has to be crossed about half a dozen times; at one mile the road to Srinagar by Shupīyan turns off (Route 21). Cross the Ratan Pir spur by Dhēri Gali, 7190 feet at mile $3\frac{1}{2}$ . From mile 7 follow down the course of the Suran R. |
| C8                | <b>Suran,</b><br><i>RH., E.</i>                                   | do.            | $\frac{16}{110}$ |       | 4340                    | Small village. S. T. scanty. F. G. W. available.<br><br>Road continues along the Suran valley, crossing the river by a bridge just opposite the RH., thence follows its r. bank. The first 5 or 6 miles over level turf covered with low jungle, the remainder through corn and rice fields. Cross Mandi bridge.   |
| C9                | <b>Pūnch,</b><br><i>RH., C., E.,<br/>PO., TO.,<br/>Hospital.</i>  | 43K/1          | $\frac{14}{124}$ |       | 3300                    | Town, fort, bazar; capital of Pūnch State. S. T. F. G. W. abundant.  |

## PART I.—SECTION B.—TO BHADARWĀH.

## Route 6.—JAMMU to BHADARWĀH, via RĀMNAGAR—91 miles.

Passable for pack ponies throughout in summer ; from Korta onwards only practicable for coolie transport in winter.

| NUMBER OF STAGES. | NAMES OF STAGES.  | MAP REFERENCE. | MILES. |        | HEIGHT ABOVE SEA LEVEL.             | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|---|----------------|--------|--------|-------------------------------------|--|
|                   |   |                | INTER. | TOTAL. |                                     |  |
|                   | <b>Jammu,</b><br><i>DB., C., E.,<br/>PO., TO.,<br/>Hospital.</i>      | 43L/14         | ..     | ..     | 1000<br>(bridge)<br>1127<br>(at DB) | See Route 5.<br>Road passable for laden animals but stony. Up Tāwi valley. Cross Tāwi ford.  |
| 1                 | <b>Parkāla,</b><br><i>E.</i>  | 43L/13         | 10     | 10     | 1150                                | Village. S. T. F. G. W. available.<br>Ascend sandstone range by fair hill road.  |
| 2                 | <b>Surūn Sar,</b><br><i>E.</i>  | 43P/1          | 9      | 19     | 2000                                | Lake and village. T. scarce ; S. F. G. W. available.<br>Descend range by fair pony road to Gamhīr Khad. Cross this at mile 8. Pass Manwāl temple at mile 9½.   |
| 3                 | <b>Chīāni,</b><br><i>E.</i>   | do.            | 12     | 31     | 2000                                | Village. S. T. F. G. W. available.<br>Cross east ridge, height 3995 feet ; descend to Suloh Khad. Cross this near its junction with Sangar N., mile 8½. Thence over Palās ridge and by cultivated slopes.      |
| 4                 | <b>Rāmnagar,</b><br><i>RH., C., E.,<br/>PO., TO.,<br/>Dispensary.</i> | 43P/5          | 13     | 44     | 2700                                | Town, fort, bazar, and capital of Rāmnagar jāgir. S. T. F. G. W. plentiful.<br>Road fair up Rāmnagar valley by cultivated slopes.  |
| 5                 | <b>Korta,</b><br><i>E.</i>  | do.            | 9      | 53     | ..                                  | Village. T. scarce ; S. F. G. W. available.<br>Road ascends steep spur and runs along the high ridge of Kāla Til ; highest point 8825 feet. Easy descent to Tāwi river which is crossed by bridges at Chumāra. |

| NUMBER OF STAGES. | NAMES OF STAGES.                               | MAP REFERENCE. | MILES.   |        | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|--|----------------|----------|--------|-------------------------|--|
|                   |  |                | INTER.   | TOTAL. |                         |  |
| 6                 | Dudu,<br>E.                                    | 43P.9          | 15<br>68 |        | 6450                    | Village. T. scarce; S. F. G. W. available.<br>Road good up Tāwi valley. Cross to l. bank at Chil, mile 3½, and back by bridge, mile 5. |
| 7                 | Gunōdurū,<br>E.                                | do.            | 12<br>80 |        | 10170                   | Huts. S. T. nil; F. G. W. available.<br>Easy ascent to Sēōj or Nakka Gali, 10600 feet. Short steep descent by spur in Birnothī forest. |
| 8                 | Bhadarwāh,<br>RH., C., E.,<br>PO., Dispensary. | do.            | 11<br>91 |        | 5400                    | Large town, fort, bazar, capital of Bhadarwāh. S. T. F. G. W. available.   |

## Route 7.—PATHĀNKOT to BHADARWĀH, via BASOHLI—88 miles.

This route is passable for pack animals throughout.

|   |   |        |          |  |      |   |
|---|---|--------|----------|--|------|---|
|   | Pathānkot,<br>DB., C., E.,<br>Hotels, PO.,<br>TO. | 43P.11 | ..       |  | 1090 | Town, bazar. Railway terminus of Amritsar branch, N. W. R. S. T. F. G. W. ample.<br><br>Road fit for wheeled traffic throughout the year. A metalled road 2 miles longer leads by Sujānpur. |
| 1 | Mādhopur,<br>RH., C., E.,<br>PO.                  | do.    | 8<br>8   |  | 1180 | Village, bazar and canal workshops. S. T. F. G. W. plentiful.<br>Road bad for wheeled traffic, by l. bank Rāvi River. Pass Shāhpur PO., mile 5; cross low spur to cultivated bay.           |
| 2 | Dūg,<br>E.  | do.    | 10<br>18 |  | 1500 | Village. S. T. F. G. W. plentiful.<br>Road fair. Road ascends over hills on l. bank of Rāvi R., descending to Phungotāh, mile 4½. Cross Rāvi by ferry, mile 7½.                             |

| NUMBER OF STAGES. | NAMES OF STAGES.  | MAP REFERENCE. | MILES. |                 | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|---|----------------|--------|-----------------|-------------------------|--|
|                   |   |                | INTER. | TOTAL           |                         |  |
| 3                 | <b>Basohli,</b><br><i>C., E., PO., Dispensary.</i>        | 43P/15         |        | $\frac{9}{27}$  | 1980                    | Town, fort and bazar. E. on bank of tank opposite Raja's palace. S. T. F. G. W. plentiful.<br>Road fair, graded. Cross Chiril valley, mile 8, and ascend hills on l. bank.   |
|                   |   | 43P/14         |        |                 |                         |  |
| 4                 | <b>Bhud,</b><br><i>E.</i>                                 | do.            |        | $\frac{13}{40}$ | 3600                    | Village. S. T. F. G. W. available.<br>Road fair, rising steeply to ridge at 5500 feet. Thence gradual rise to Bānjal Gala, 6515 feet, mile 5. Steep but graded descent to Seawa river, which is crossed by bridge, mile 12.  |
| 5                 | <b>Sarthali,</b><br><i>E., Dispensary.</i>                | do.            |        | $\frac{14}{54}$ | 4150                    | Village on opposite bank Seawa river. S. T. F. G. W. available.<br>Fair road. Cross bridge, mile $1\frac{1}{2}$ near dispensary. Thence fair road by l. bank Seawa to mile 5, where recross to r. bank by bridge. Pass Chāndal, mile 6. Several small side nalas to be forded. |
| 6                 | <b>Lōāng,</b><br><i>E.</i>                                | 43P/13         |        | $\frac{8}{62}$  | 6000                    | Small village. S. T. F. G. W. available.<br>Fair road up r. bank Seawa river Pass Sarthal, FRH., mile 6.   |
|                   |   |                |        |                 |                         |  |
| 7                 | <b>Garar Phēr,</b><br><i>E.</i>                           | 43P/9          |        | $\frac{11}{73}$ | 9200                    | Huts at foot of Chhatar Gali. S. T. nil; F. G. W. plentiful. Snow here to end of April.<br>Ascent easy; road fair after snow has melted. Cross Chhatar Dhā: by Chhatar Gali. 9931 feet, and descend by fair road along Alanna river.   |
| 8                 | <b>Bhadarwāh,</b><br><i>RH., C., E., PO., Dispensary.</i> | do.            |        | $\frac{15}{88}$ | 5400                    | Large town, fort, bazar. Capital of Bhadarwāh. S. T. F. G. W. available.   |

Route 8.—PATHĀNKOT to BHADARWĀH *via* DALHOUSIE and CHAMBA—  
130 miles.

The road to Dalhousie is now passable for motors. The mileages and alignment of the whole route are liable to slight variation. The road from Chamba onwards is new. Except at Chamba town where mules are available, coolies are the only form of transport obtainable in Chamba. If mules are employed, they should be therefore taken through from Chamba. The Padri Gali is passable for them, but the road near Khundi Marāl and beyond is very rough.

A road from Chamba normally passable for mules in summer, *via* Tisā, the Sāch pass and Kilār in Pāngi joins Route 54 at Ārthal, 11 marches; whence Zāskar may be reached by the Umāsi La. This was not passable in 1922 for ponies throughout, as a bridge was down.

| NUMBER OF STAGES. | NAMES OF STAGES.  | MAP REFERENCE. | MILES.        |       | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|---|----------------|---------------|-------|-------------------------|--|
|                   |   |                | INTER.        | TOTAL |                         |  |
|                   | <b>Pathānkot,</b><br><i>DB., C., E.,<br/>Hotels. PO.,<br/>TO.</i>                 | 43P/11         | ..            |       | 1090                    | Town, bazar. Railway terminus of Amritsar branch, N. W. R. S. T. F. G. W. ample.<br><br>Motor road follows r. bank of Chakki Khad through level and cultivated country. At mile 6½ road turns northwards and ascends the broken outer hills. |
| 1                 | <b>Dunera,</b><br><i>DB., E., PO.</i>   | 43P/15         | 28<br>—<br>28 |       | 2250                    | Village. S. T. F. G. W. plentiful.<br><br>Good metalled road with many twists. Bakloh cantonment (DB., E., PO., TO.) is situated 1000 feet above and to the east of the motor road.  |
| 2                 | <b>Dalhousie,</b><br><i>Hotel. IB.,<br/>C., E., PO.,<br/>TO., Hospi-<br/>tal.</i> | 43P/14         | 24<br>—<br>52 |       | 6000                    | Small civil and military station and convalescent depôt. S. T. F. G. W. plentiful.<br><br>Country mountainous. Road practicable for laden animals across Bāthri Gala (8000 feet) and through Kāla Top forest. Descent by easy gradient.      |
| 3                 | <b>Khajiār,</b><br><i>DB., E.</i>   | 52D/2          | 10<br>—<br>62 |       | 6000                    | Halting place. W. from streams. Cross Rāvi bridge at end of march.   |

| NUMBER OF STAGES. | NAMES OF STAGES.  | MAP REFERENCE.   | MILES.           |       | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.  |
|-------------------|---|------------------|------------------|-------|-------------------------|---|
|                   |   |                  | INTER.           | TOTAL |                         |   |
| 4                 | <b>Chamba,</b><br><i>DB., C., E.,<br/>PO., TO.</i>            | 52D/2            | $\frac{8}{70}$   |       | 3030                    | Large town, bazar and capital of Chamba State. S. T. F. G. W. abundant.<br><br>Good bridle path by r. bank Rāvi for about 6 miles. Ascend and cross Pukhri spur, mile 8. Descend to and cross Sēul R. Thence by r. bank.        |
| 5                 | <b>Sundla,</b><br><i>RH., E.</i>                              | do.<br><br>52D/1 | $\frac{13}{83}$  |       | ..                      | Small village. S. T. F. G. W. available.<br><br>Ascend and cross Saluni spur. Descend and cross Sēul R. Ascend l. bank.   |
| 6                 | <b>Kēhār,</b><br><i>RH., E.</i>                               | 43P/13           | $\frac{14}{97}$  |       | 5290                    | Village. S. T. F. G. W. available.<br><br>Road by l. bank. Pass Bhāndal (FRH., PO.) mile 3. At mile 6 road becomes difficult for laden animals.   |
| 7                 | <b>Langēra,</b><br><i>FRH., E.</i>                            | do.              | $\frac{12}{109}$ |       | 7250                    | Hamlet. S. T. very scanty. F. G. W. plentiful. E. on roofs of huts.<br><br>Road rough up Sēul river to Khundi Marāl, mile 5. Steep ascent by stony bed of stream to Padri Gali, 9922 feet, mile 10, and long descent down spar. |
| 8                 | <b>Thanala,</b><br><i>E.</i>                                  | do.              | $\frac{13}{122}$ |       | 6740                    | Iron mines and village. S. T. scanty; F. G. W. plentiful.<br><br>Road very fair down r. bank of Niru N. to mile 3. Cross several small bridges and enter cultivated valley.   |
| 9                 | <b>Bhadarwāh,</b><br><i>RH., C., E.,<br/>PO., Dispensary.</i> | 43P/9            | $\frac{8}{130}$  |       | 5400                    | See Route 7.  |

## PART I.—SECTION C.—CROSS ROUTES.

Route 9.—ABBOTTĀBĀD to MURREE, *via* the GALIS—41 miles.

This route is blocked by snow from December to March. The various Military Cantonments are only occupied during the summer months.

| NUMBER OF STAGES. | NAMES OF STAGES.  | MAP REFERENCE. | INTER. MILES.<br>TOTAL MILES. | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.  |
|-------------------|---|----------------|-------------------------------|-------------------------|---|
|                   | <b>Abbottābād,</b><br><i>DB., C., E.,<br/>PO., TO.,<br/>Hospital,<br/>Bank.</i>                   | 43F/4          | ..                            | 4010                    | Military Cantonment, civil station, bazar and headquarters of Hazāra district. S. T. F. G. ample; W. from pipes.<br>Fair metalled road; cross bridges over Darkhān N. at miles 1½ and 3½. Leave Nawān Shahr, (PO.), on left at mile 3. At Dhamtaur, mile 5, metalling ceases. Thence to Dunga Gali passable for camels. Cross Harnow bridges, mile 7, and Bagnetar bridge, mile 9½. |
| 1                 | <b>Bagnetar,</b><br><i>DB., MWB.,<br/>E.</i>  | 43F/8          | 10<br>10                      | 4840                    | Small village. S. T. F. limited; G. W. available.<br>Graded ascent by Bāra Gali cantonment, (PO., TO., hospital), mile 5; Kāla Bāgh cantonment, (PO., TO., hospital), mile 8, and Nathia Gali, mile 10. S. available <i>en route</i> in summer.   |
| 2                 | <b>Dunga Gali,</b><br><i>DB., MWB.,<br/>E.</i>  | do.            | 12<br>22                      | 7800                    | Small bazar, and civil station occupied during summer only. Pipe W. supply; S. T. F. G. W. available.<br>Graded metalled road passable for motors. At mile 6, branch road leads to Ghora Dhāka cantonment, distant 1½ miles.  |
| 3                 | <b>Chhangla Gali,</b><br><i>Hotel, DB.,<br/>IB., PO.,<br/>TO.</i>                                 | 43G/5          | 9<br>31                       | 8420                    | Small bazar and hatted camp. S. F. G. procurable; T. limited; W. plentiful.<br>Road as before. Pass Khaira Gali (PO., TO.), mile 2½ and Bārian (PO., TO.), mile 4. Join Murree-Jhelum valley road at Kuldanna, (PO., TO.) mile 7 (see Route 15).  |
| 4                 | <b>Murree,</b><br><i>Hotels., C.,<br/>E., PO., TO.,<br/>Hospital,<br/>Banks and<br/>Treasury.</i> | do.            | 10<br>41                      | 7000                    | Hill station and convalescent depôt. Civil station, town, bazar. S. T. F. G. W. abundant.   |

## Route 10.—MURREE to PÜNCH, via DHĀNDA and MANG BAJRI—81 miles.

There are several alternative routes which connect Murree and Pünch. None are good, being mainly tracks between various villages. That described below is possibly the best, but has not recently been compared with others. It is probably better to engage coolies for the through journey, as parts of the road are liable to be in bad repair.

| NUMBER OF STAGES. | NAMES OF STAGES.   | MAP REFERENCE. | INTER. MILES.   |              | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.  |
|-------------------|--|----------------|-----------------|--------------|-------------------------|---|
|                   |  |                | INTER. MILES.   | TOTAL MILES. |                         |   |
|                   | Murree,<br><i>Hotels, C., E., PO., TO., Hospitals, Banks and Treasury.</i> | 43G/5          | ..              |              | 7000                    | See Route 9.<br>Fair hill road passable for pack animals along the Kotli spur. Pass Galehra Gali, PO., mile 6.  |
| 1                 | Dhānda,<br><i>E.</i>   | 43G/9          | $\frac{13}{13}$ |              | 5250                    | Small village; T. nil; S. F. G. W. scanty.<br>Rough stony descent to Jhelum valley. Cross Dhālkot ferry, mile 7.  |
| 2                 | Dara,<br><i>RH., E.</i>  | do.            | $\frac{9}{22}$  |              | 2000                    | Small hamlet on Māhl R. T. nil; S. F. G. W. scanty.<br>Rough road along hillside on l. bank Māhl R. Ford Māhl R., mile $14\frac{1}{2}$ .  |
| 3                 | Mang Bajri,<br><i>E.</i>   | do.            | $\frac{16}{38}$ |              | 2800                    | Cluster of villages in wide well cultivated valley.<br>Ford Māhl R. near confluence with Kēn stream, mile 2; then the latter, mile 8. Steep rough ascent to Parāt, mile 11.   |
| 4                 | Parl,<br><i>E.</i>   | 43G/13         | $\frac{16}{54}$ |              | 5200                    | Cluster of villages in extensive and well cultivated valley.<br>Cross ridge by Khai Gala, 5747 feet, to Swān valley. Steep and stony descent. Cross Swān bridge, mile 11.   |
| 5                 | Hajira,<br><i>RH., E., PO.</i>   | do.            | $\frac{12}{66}$ |              | 3400                    | Village on Swān N. S. T. scanty; G. F. moderate; W. plentiful.<br>Good graded road. Pass Sehr, mile 5 and cross bridge over Pünch river, mile $6\frac{1}{2}$ . Thence by l. bank Pünch river to mile 14. Cross Pünch river. |
| 6                 | Pünch,<br><i>RH., C., E., PO., TO., Hospital.</i>                          | 43K/1          | $\frac{15}{81}$ |              | 3300                    | Town, fort, bazar, capital of Pünch State. S. T. F. G. W. abundant.   |

Route 11.—KOHĀLA to PŪNCH, *via* MANG BAJRI—70 miles.

This route is only fit for coolie transport and is not recommended.

| NUMBER OF STAGES. | NAMES OF STAGES.   | MAP REFERENCE.         | INTER. MILES.<br>TOTAL MILES. | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.  |
|-------------------|--|------------------------|-------------------------------|-------------------------|---|
|                   | <b>Kohāla,</b><br><i>DB., E., PO., TO.</i>               | 43F/8                  | ..                            | 1800                    | Large village, small bazar. S. T. F. G. procurable; good W. from river. Bungalow is hot in summer.<br><br>From l. bank Jhelum R. steep stony ascent to ridge. Pass Hil, mile 6. Thence along ridge and cultivated hillside. |
| 1                 | <b>Chamiāti,</b><br><i>E.</i>                            | 43F/12                 | $\frac{11}{11}$               | 5250                    | Village. S. T. F. G. moderate; W. from spring.<br><br>Up Erin Kas N. and across ridge.  |
| 2                 | <b>Mang Bajri,</b><br><i>E.</i>                          | 43G/9                  | $\frac{16}{27}$               | 2800                    | Cluster of villages in wide well cultivated valley.<br><br>See Route 10.  |
| 3                 | <b>Parl,</b><br><i>E.</i>                                | 43G/13                 | $\frac{16}{43}$               | 5200                    | } See Route 10.   |
| 4                 | <b>Hajira,</b><br><i>RH., E., PO.</i>                    | do.<br>43G/14<br>43K/2 | $\frac{12}{55}$               | 3400                    |   |
| 5                 | <b>Pūnch,</b><br><i>RH., C., E., PO., TO., Hospital.</i> | 43K/1                  | $\frac{15}{70}$               | 3300                    |   |

Route 12.—JHELUM to KOHĀLA, *via* the JHELUM valley—133 miles.

This route is little used for through journeys. The old road has not been kept up and though once fit for pack animals, is now little more than a footpath. The details of S. T. F. G. W. have not recently been revised. The heights given are rough and apply to the villages and not the river. The route given from Tangrot onwards leaves the river in several places. The track by the river is only passable for very lightly laden coolies.

| NUMBER OF STAGES. | NAMES OF STAGES.  | MAP REFERENCE. | INTER. MILES.<br>TOTAL MILES.         | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|---|----------------|---------------------------------------|-------------------------|--|
|                   | <b>Jhelum,</b><br><i>Hotels, DB., C., E., PO., TO., Hospital, Bank.</i> | 43H/9          | ..                                    | 764                     | } See Route 3.   |
| 1                 | <b>Shekhupur,</b><br><i>RH., E.</i>                                     | 43G/12         | $\frac{12\frac{1}{2}}{12\frac{1}{2}}$ | 882                     |  |
| 2                 | <b>Tangrot</b> (or<br><b>Dhangot</b> ),<br><i>RH., E., PO.</i>          | do.            | $\frac{12\frac{1}{2}}{25}$            | 1100                    | Hamlet at junction of Pūnch and Jhelum rivers. S. T. F. G. W. available. Ferry across Jhelum R.<br>Track leaves the Pūnch route and keeps to hills west of the Jhelum river. Very fair road generally passable for laden animals.              |
| 3                 | <b>Baghām,</b><br><i>FRH., E.</i>                                       | 43G/11         | $\frac{12}{37}$                       | 1100                    | Large village. S. F. G. W. plentiful; T. scanty. Ferry across Jhelum R.<br>Road reaches river here, and becomes rougher; it then crosses low hills again on west of river.   |
| 4                 | <b>Dangali,</b><br><i>E.</i>  | do.            | $\frac{10}{47}$                       | 1430                    | Hamlet. Ferry one mile to east. S. T. scanty; F. G. W. available. Road ascends side valley and crosses low ridge before reaching Sālgrān.  |
| 5                 | <b>Sālgrān,</b><br><i>FRH., E.</i>                                      | do.            | $\frac{12}{59}$                       | 1850                    | Hamlet. S. T. scanty; F. G. W. available. Ferry across Jhelum to east of hamlet.<br>Footpath only. By hillside on r. bank of Jhelum valley. Pass Soheri, mile 5, and Kanānd, mile 10. Country well-wooded and most of the forest is preserved. |

| NUMBER OF STAGES. | NAMES OF STAGES.                        | MAP REFERENCE. | MILES. |                  | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.  |
|-------------------|---|----------------|--------|------------------|-------------------------|---|
|                   |   |                | INTER. | TOTAL.           |                         |   |
| 6                 | Owen ferry,<br><i>E.</i>                | 43G/10         |        | $\frac{15}{74}$  | ..                      | Small village and fort on l. bank of Jhelum. S. T. F. G. W. available.<br><br>It is better to continue the journey by r. bank Jhelum R. Road is passable for mules high up the hillside, and graded. Pass Kul-tea, mile 5. Thence by foot-path to Soa, mile 7, and Sūn, mile 9. Here join Rāwalpindi-Pūnch road. (See Route 1.) Thence by r. bank Jhelum R. |
| 7                 | Lachhman Pattan,<br><i>RH., E.</i>      | do.            |        | $\frac{15}{89}$  | 1590                    | Small village. S. T. scarce; F. G. moderate; W. plentiful. RH. is one mile beyond the suspension bridge on l. bank.<br><br>Old road on r. bank in very bad repair, often quite impracticable for ponies. Pass Irochi, mile 7.   |
| 8                 | Rāmpattan,<br><i>E.</i>                 | 43G/9          |        | $\frac{9}{98}$   | ..                      | S. T. nil; F. G. W. plentiful.<br><br>Road as above; merely a foot-path.  |
| 9                 | Malot (or Dhāl-kot) ferry,<br><i>E.</i> | do.            |        | $\frac{12}{110}$ | 1700                    | S. T. from Malot Sattiān; F. G. W. plentiful.<br><br>Road as above; rough but just passable for animals.  |
| 10                | Khapaddar ferry,<br><i>E.</i>           | do.<br>43F/12  |        | $\frac{10}{120}$ | 1750                    | S. T. nil; F. G. W. plentiful.<br><br>Track passable for pack animals by r. bank Jhelum. At mile 4 leave river and ascend hillside to motor road.   |
| 11                | Kohāla,<br><i>DB., E., P.O., TO.</i>    | 43F/8          |        | $\frac{13}{133}$ | 1800                    | See Route 11.   |

Route 13.—JAMMU to PATHĀNKOT—A. *via* JASROTA—74 miles.  
B. *via* RAJPURA—65 miles.

The second of the two routes here described is the better, though neither is good. The first is more picturesque. Further detail is not given as Jammu and Pathānkot are indirectly connected by railway. There is now (1927) a fair-weather motor road from Jammu to Sāmba, Stage A2.

| NUMBER OF STAGES. | NAMES OF STAGES.   | MAP REFERENCE. | MILES. |        | HEIGHT ABOVE SEA LEVEL.              | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.  |
|-------------------|--|----------------|--------|--------|--------------------------------------|---|
|                   |  |                | INTER. | TOTAL. |                                      |   |
|                   | <b>Jammu,</b><br><i>DB., C., E.,<br/>PO., TO.,<br/>Hospital.</i> | 43L/14         | ..     |        | 1000<br>(bridge)<br>1127<br>(at DB.) | See Route 5.<br>Cross suspension bridge and take Siālkot road to Satwāri Cantonment. Then take cart road past rifle range and leper asylum. Cross Batāwal ford at mile 9. |
| 1                 | <b>Tror,</b><br><i>E.</i>  | do.            | 13     | 13     | 1050                                 | Village. S. T. F. G. W. available.  |
| A1                | <b>Tror,</b><br><i>E.</i>  | 43L/14         | 13     |        | 1050                                 | See above.<br>Cart road crosses undulating country, well cultivated and broken by ravines at foot of hills.   |
| A2                | <b>Sāmba,</b><br><i>C., E.</i>                                   | 43P/2          | 12     | 25     | 1250                                 | Small town, fort and tahsil. S. T. F. G. W. available.<br>Mule track from here onwards. Cross Bein R. by ford.  |
| A3                | <b>Aleh,</b><br><i>E.</i>  | 43P/6          | 12     | 37     | ..                                   | Hamlet. S. T. nil; F. G. W. available.<br>Cross Tarnāh R. and broken foothills.   |
| A4                | <b>Jasrota,</b><br><i>E.</i>                                     | 43P/7          | 12     | 49     | 1250                                 | Large village. S. T. F. G. W. available.<br>Cross Uih R. ford. Pass Budhi, mile 3½; cross Kathera ford, mile 9.   |
| A5                | <b>Kathua,</b><br><i>DB., E.,<br/>PO.</i>                        | 43P/11         | 12     | 61     | 1050                                 | See below.  |
| B1                | <b>Tror,</b><br><i>E.</i>  | 43L/14         | 13     |        | 1050                                 | See above.<br>Cart road crosses undulating cultivated country. Cross Devak R. and Basantar R. fords, miles 6½ and 9.  |

| NUMBER OF STAGES. | NAMES OF STAGES.  | MAP REFERENCE. | MILES.             |        | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.  |
|-------------------|---|----------------|--------------------|--------|-------------------------|---|
|                   |   |                | INTER.             | TOTAL. |                         |   |
| B2                | <b>Rājpora,</b><br><i>E.</i>                              | 43P/3          | $\frac{17}{30}$    |        | 1025                    | Village. S. T. F. G. W. available. Cart road as before, but country more cut up.  |
| B3                | <b>Kānpur,</b><br><i>E.</i>                               | 43P/7          | $\frac{11}{41}$    |        | 1050                    | Village. S. T. F. G. W. moderate. Cart road crosses Uih R. fords and is bad.  |
| B4                | <b>Kathua,</b><br><i>DB., E., PO.</i>                     | 43P/11         | $\frac{11}{52}$    |        | 1050                    | See below.  |
| $\frac{A5}{B4}$   | <b>Kathua,</b><br><i>DB., E., PO.</i>                     | 43P/11         | $\frac{61}{52}$    |        | 1050                    | Small town and tahsil on r. bank Rāvi river. S. T. F. G. W. ample. Cross Ravi ferry at mile 3 and Upper Bāri Doāb canal, mile 7. Pass Sujānpur, mile $7\frac{1}{2}$ . |
| $\frac{A6}{B5}$   | <b>Pathānkot,</b><br><i>DB., C., E., Hotels, PO., TO.</i> | do.            | $\frac{13}{74/65}$ |        | 1090                    | See Route 7.  |

## PART II.—THE PĪR PANJĀL.

## SECTION A.—TO SRĪNAGAR.

Route 14.—ABBOTTĀBĀD to SRĪNAGAR, *via* MUZAFFARĀBĀD and right bank JHELUM RIVER—168 miles.

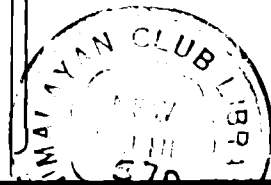
The road from Abbottābād to Muzaffarābād is passable for motors. From the latter place cars cross the Jhelum to Domēl and follow the Jhelum valley cart road, described in Route 15. The route *via* Abbottābād is usually taken in winter when the Murrec hill is blocked by snow.

The right bank of the Jhelum above Muzaffarābād is only fit for pack animals and is not often used for through traffic.

| NUMBER OF STAGES. | NAMES OF STAGES.  | MAP REFERENCE. | INTER. MILES.<br>TOTAL MILES.         | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|---|----------------|---------------------------------------|-------------------------|--|
|                   | Abbottābād,<br><i>DB., C., E.,<br/>PO., TO.,<br/>Hospital,<br/>Bank.</i>      | 43F/4          | ..                                    | 4010                    | Military cantonment, civil station, bazar and headquarters of Hazāra district. S. T. F. G. ample; W. from pipes.   |
| 1                 | Mānsehra,<br><i>DB., MWB.,<br/>C., E., PO.,<br/>TO., Hospi-<br/>tal.</i>      | 43F/3          | $\frac{16}{16}$                       | 3550                    | Good 2nd class mechanical transport road, 20 feet wide, through undulating country. Cross Bhut Katha bridge at end of march. The distance is reckoned as $1\frac{1}{2}$ stages.<br><br>Large village and tahsil. S. T. F. G. plentiful. W. from springs.   |
| 2                 | Garhi<br>Habībullāh,<br>Khān,<br><i>DB., C., E.,<br/>PO., Hospi-<br/>tal.</i> | 43F/7          | $\frac{19\frac{1}{2}}{35\frac{1}{2}}$ | 2655                    | Road metalled, passable for motors. Cross Ichhar N. bridge, mile 3; cross Batrāsi Gali, mile 12, and suspension bridge over Kunhār R., mile 19.<br><br>Large village and bazar. S. T. F. G. W. plentiful. DB. on r. bank of Kunhār R.<br><br>Good hill road for motors. The new road follows l. bank Kunhār R. and crosses Lohār Gali, 3326 feet, to Kishanganga at Muzaffarābād. The latter is bridged and passable for cars. |

| NUMBER OF STAGES. | NAMES OF STAGES.   | MAP REFERENCE. | MILES.                     |        | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|--|----------------|----------------------------|--------|-------------------------|--|
|                   |  |                | INTER.                     | TOTAL. |                         |  |
| 3                 | <b>Muzaffarābād,</b><br><i>DB., E.,</i><br><i>PO., TO.</i> | 43F/7          | $\frac{13\frac{1}{2}}{49}$ |        | 2455                    | Town, fort, bazar and headquarters of <i>zilla</i> . S. F. G. W. plentiful; T. available. E. beyond town on bank of Kishanganga. Across Jhelum bridge lies Domēl. (See Route 15.)  |
|                   |  | 43F/11         |                            |        |                         | In the first half of the march there are 3 or 4 rather steep and rough places, but the remainder is tolerably level. The Kishanganga flows into the Jhelum about a mile to the south of Muzaffarābād.  |
| 4                 | <b>Hatiān,</b><br><i>E.</i>                                | 43F/12         | $\frac{17}{66}$            |        | 2700                    | Village. S. T. F. G. available. W. abundant. E. on banks of Jhelum. On the opposite side of Jhelum is Garhi with DB., PO., TO., E.<br>Road very undulating. About 3 or 4 miles from Hatiān, after passing the old fort at Dopatta, there is a steep and rough descent to the Katha Naushahra (Dopatta ford); and there are two or three other descents within about 4 miles of Khānda. |
| 5                 | <b>Khānda,</b><br><i>E.</i>                                | do.            | $\frac{11}{77}$            |        | 3700                    | Very small village. S. and T. very limited; F. G. procurable; W. plentiful. A foot suspension bridge spans the Jhelum about 2 miles beyond Khānda.<br>Road rough, with two or three rather steep places. One of these about mile 4, leads down to the Palihāsa, a mountain stream which has to be forded.  |
| 6                 | <b>Kathāi,</b><br><i>E.</i>                                | 43F/16         | $\frac{12}{89}$            |        | 3650                    | Small village with mud fort and winter residence of the nawab. S. T. F. G. procurable; W. plentiful. E. one mile west of fort. Rope-bridge spans the Jhelum.<br>Road as in last stage; cross Kathāi ford. Near the 4th mile there is a waterfall and between miles 6 and 9, the road is rough and steep across some deep ravines.  |

| NUMBER OF STAGES. | NAMES OF STAGES.  | MAP REFERENCE. | INTER.-MILES.    |              | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|---|----------------|------------------|--------------|-------------------------|--|
|                   |   |                |                  | TOTAL MILES. |                         |  |
| 7                 | <b>Shāhdara,</b><br><i>E.</i>   | 43F/16         | $\frac{12}{101}$ |              | 4400                    | Small village. S. F. G. procurable ; T. limited ; W. plentiful. E. at a fakir's tomb.<br><br>Country hilly with sparse cultivation. With the exception of some minor dips at the beginning of the march, road is fairly smooth and level. Cross Gingal bridge.   |
| 8                 | <b>Gingal,</b><br><i>E.</i>   | 43J/4          | $\frac{14}{115}$ |              | 4650                    | Small village. S.T.F.G.W. available. Two good springs situated in the slopes above the village. Directly opposite Gingal on the l. bank of the Jhelum, is situated the Mahura electric power station.<br><br>Road good. For the first 13 miles, it is tolerably smooth and level, and near the river bank. Two miles after passing Zainpur it ascends and crosses the neck of a spur projecting into the valley, and again follows the river bank to Bāramūla. Cross Jhelum bridge to l. bank. |
| 9                 | <b>Bāramūla</b><br>(Warahmul),<br><i>DB., E., PO., TO., Dispensary.</i> | 43J/8          | $\frac{19}{134}$ |              | 5200                    | See Route 15.  |
| 10                | <b>Patan,</b><br><i>DB., E., PO.</i>                                    | 43J/12         | $\frac{17}{151}$ |              | 5210                    |  |
| 11                | <b>Srinagar,</b><br><i>Hotel, C., E., PO., TO., Hospital, Banks.</i>    | 43J/16         | $\frac{17}{168}$ |              | 5214                    |  |



Route 15.—RĀWALPINDI TO SRĪNAGAR, *via* MURREE, DOMĒL, left bank JHELUM, BĀRĀMULA—196 miles.

This route in Kashmir is known as the Jhelum valley cart-road. It has been made passable for motors, and is the normal route used by visitors to Kashmir. The portion on the Murree hills is liable to be closed for periods by snow in January and February; the Abbottābād-Muzaffarābād route to Domēl is then used. During the rains, and sometimes after storms in spring and summer, small stretches are liable to be blocked by slips of the hillside. The surface is generally good for motors (speed limit 14 m. p. h.); but the hired motor drivers are rash and careless. Bullock carts are only supposed to travel by night. Rest houses are good beyond Kohāla.\* The old suspension bridge at Kohāla was swept away in 1893 by flood. From Chhatar, mile 72, a short cut fit for slightly laden ponies leads over the hills to Garhi, 15 miles (43F/12).

| NUMBER OF STAGES. | NAMES OF STAGES.  | MAP REFERENCE. | INTER.-MILES.<br>TOTAL MILES.         | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.  |
|-------------------|---|----------------|---------------------------------------|-------------------------|---|
|                   | <b>Rāwalpindi,</b><br><i>RH., E., PO., TO., Hospital, Banks and Treasury.</i> | 43G/2          | ..                                    | 1670                    | Large city and cantonment. Rly. station RH. Motor and tonga agencies. European shops.<br><br>Road generally level, good metalled surface, bridged. Country undulating and cultivated.   |
| 1                 | <b>Bhārākao,</b><br><i>DB., E., PO.</i>                                       | 43G/2          | $\frac{13\frac{1}{2}}{13\frac{1}{2}}$ | 1940                    | Village and bazar. S.T.F.G. available; W. good from 2 wells; W. for animals at nala.<br><br>Road gradient easy; good metalled surface; cross Sālgrān bridge at mile 10. Low hilly country, cultivated in parts. Toll at miles 3 and 10.   |
|                   |   | 43G/1          |                                       |                         |   |
| 2                 | <b>Tret,</b><br><i>DB., E., PO., TO.</i>                                      | 43G/5          | $\frac{12}{25\frac{1}{2}}$            | 3300                    | Village and bazar. S.F. and G. available; good W. from covered tank on E. south of and close to village.<br><br>Road and country as above, but gradients steeper in places. FRH, 6½ miles and TO on road 7 miles from Tret.   |
| 3                 | <b>Sunny Bank (Murree),</b><br><i>DB., E., PO., TO.</i>                       | 43G/5          | $\frac{11\frac{1}{2}}{37}$            | 6500                    | Junction of Murree and Kashmir roads. Murree itself lies some two miles along the road to east, and has several hotels. S.F.G.W. available. PO., TO., C., E., at Murree. Sunny Bank DB. is not recommended.<br><br><i>Motor road to Kohāla.</i> Well-graded motor road, descending whole way; all side nalas bridged IB. at Rawat, mile 12. |
|                   |   | 43F/8          |                                       |                         |   |

\* It is reported that some of the DBs. beyond Kohāla are being closed.

| NUMBER OF STAGES. | NAMES OF STAGES.   | MAP REFERENCE.      | INTER.-MILES.<br>TOTAL MILES. | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.  |
|-------------------|--|---------------------|-------------------------------|-------------------------|---|
|                   |  | 43F/12              |                               |                         | <i>Pony-road to Dewal.</i> Country hilly, well wooded in parts, good 6 ft. pony road, descending almost the whole way, along spur between Khaner Khas and Jhelum. Pass Ghariāl (PO., TO.), mile 5.  |
| 4                 | Dewal,<br>DB., E., PO.   | 43F/8               | $\frac{12}{49}$               | 4350                    | Small village with old fort. S.T.F. G. available; abundant good W. from covered masonry spring. Country as above. Join motor road $1\frac{1}{2}$ miles from Kohāla, which is 8 miles from Dewal. The pony road is therefore 7 miles shorter than the motor road.  |
| 5                 | Kohāla,<br>DB., E., PO.,<br>TO.  | 43F/8<br><br>43F/12 | $\frac{27}{64^*}$             | 1800                    | Large village, small bazar. S. T. F. G. available; good W. from river. Bungalow is hot in summer. Cross lofty girder bridge (toll), to Kashmir territory. Customs post on l. bank, (personal luggage exempt). Thence by l. bank Jhelum with gentle gradient through cuttings and occasional tunnels. Side streams bridged. Road surface metalled and good throughout. |
| 6                 | Dulai,<br>DB., E.  | 43F/8               | $\frac{12}{76}$               | 2100                    | Hamlet. S. T. F. G. W. available. Country and road as above; by l. bank Jhelum. Road liable to be blocked by slips after heavy rain.  |
| 7                 | Domēl,<br>DB., C., E.,<br>PO., TO.,<br>Dispensary,<br>Engineer's<br>bungalow,<br>Customs<br>house. | 43F/7<br><br>43F/11 | $\frac{9}{85}$                | 2230                    | Bazar. S. T. F. G. available; W. plentiful. Muzaffarābād lies across Jhelum bridge, 2 miles distant. (See Route 14.) Road as above but less liable to slips. Valley more open and fertile, and river more rapid. This march is cooler in summer than the preceding ones. Pass village of Majhoi, mile 13.   |

\* By motor road.

| NUMBER OF STAGES. | NAMES OF STAGES.                     | MAP REFERENCE. | INTER.-MILES.<br>TOTAL MILES.          | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|--------------------------------------|----------------|--|-------------------------|--|
| 8                 | Garhi,<br>DB., E., PO.,<br>TO.       | 43F/12         | $\frac{14}{99}$                        | 2630                    | Village near Jhelum R. S. F. G. available; good W. from river. Country mountainous but motor road has easy gradients and good surface. Pass Dopatta fort on opposite bank of Jhelum at 1 mile, and rope bridge across Jhelum $1\frac{1}{2}$ miles short of Hatiān.   |
| 8a                | Hatiān,<br>E.                        | do.            | $\frac{11}{110}$                       | 3000                    | Village. S. F. G. available. W. from a nala to east. There is no longer a DB at this stage. Country and road as above. Suspension foot bridge spans Jhelum at 2 miles.   |
| 9                 | Chi āri,<br>DB., E., PO.             | 43F/16         | $\frac{5}{115}$                        | 3800                    | Small bazar. S. F. G. available. Country and road as above; latter crosses several narrow ravines which are bridged. This section is liable to be blocked by slips after heavy rain.   |
| 9a                | Chakothi,<br>E., PO.                 | do.            | $\frac{5}{120}$                        | 3780                    | Village. S. T. F. G. available; abundant good W. from spring. DB. burnt down in 1910. Country, road, and nalas as above. Easy ascent to mile 12, thence level.   |
| 10                | Ūri,<br>E., PO., TO.,<br>Dispensary. | 43J/4          | $\frac{13}{133}$                       | 4450                    | Village, fort, tahsil. S. T. F. G. available; good W. abundant. Road from Pūnch joins here (Route 16). The DB. was closed in 1927. Road makes a long detour up Ūri valley, and then rejoins Jhelum valley which here contracts. The hillsides are well wooded with deodars. Pass Mahura power-house, mile $8\frac{1}{2}$ . Hence to Rāmpur; water-flume lies to right of road. |
| 11                | Rāmpur,<br>DB., E., PO.              | do.            | $\frac{13\frac{1}{2}}{146\frac{1}{2}}$ | 4840                    | Small village. S. T. F. G. scanty; W. abundant. Flume line passes under the road. Road smooth and easy, though narrowed in places by rock masses on either side. Flume line takes W. from Jhelum about 2 miles above Rāmpur.   |

| NUMBER OF STAGES. | NAMES OF STAGES.   | MAP REFERENCE. | INTER-MILES.<br>TOTAL MILES. | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.  |
|-------------------|--|----------------|------------------------------|-------------------------|---|
| 12                | <b>Bārāmula</b><br>( <i>Warahmul</i> ),<br><i>DB., E., PO., TO., Dispensary.</i> | 43J/8          | $\frac{15\frac{1}{2}}{162}$  | 5200                    | Town, bazar, tahsil on Jhelum river, which here becomes navigable. S. T. F. G. W. plentiful. Country level, open and well cultivated; road good and lined with tall poplars. Cross Ningal bridge at mile 9.   |
| 13                | <b>Patan,</b><br><i>E., PO.</i>  | 43J/12         | $\frac{17}{179}$             | 5210                    | Village. S. T. F. G. available; spring W. plentiful. The DB. has been closed. Country as above, but more marshy. Gulmarg motor road joins from south at mile 8½ (see Route 17).   |
| 14                | <b>Srinagar,</b><br><i>Hotel, C., E., PO., TO., Hospital, Banks.</i>             | 43J/16         | $\frac{17}{196}$             | 5214                    | Capital of Kashmir State; town, fort, cantonment, bazar. S. T. F. G. abundant. Good W. laid on by pipe-line. The hotel is good and accommodation can generally be obtained for a few nights, without previous booking. Maps are obtainable from Cockburn's Agency, the official Survey of India agents. |

**Route 16.—PUNCH to SRINAGAR, via HĀJI PĪR PASS, ŪRI and BĀRĀMULA—99 miles.**

This route has been re-aligned in the last 20 years. Coolies are available at Kahuta but not ponies, and it is better to engage transport for the journey from Pūnch to Ūri. Snow remains on the Hāji Pīr pass till the middle of May; but the pass is only closed from December to March inclusive. In summer the route is practicable throughout for pack animals. From near Kahuta a track continues up the Bētār N. and crosses the Nilkant Gali, 11830 feet, (43K/5), descending to the Ferōzpur N., and joining Route 17. It is very rough and rocky, and almost impassable to laden animals.

|  |       |    |      |  |
|--|-------|----|------|--|
| <b>Pūnch,</b><br><i>RH., C., E., PO., TO., Hospital.</i> | 43K/1 | .. | 3300 | Town, fort, bazar; capital of Pūnch State. S. T. F. G. W. abundant.<br><br>Road rough and stony in places; side streams mostly bridged. Up Bētār valley. Cross Bētār ford at mile 8½, if halt is to be made at Kahuta. |
|--|-------|----|------|--|

| NUMBER OF STAGES. | NAMES OF STAGES.  | MAP REFERENCE. | INTER-MILES.<br>TOTAL MILES.          | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|---|----------------|---------------------------------------|-------------------------|--|
| 1                 | <b>Kahuta,</b><br><i>RH., E.</i>                                    | 43K/1          | $\frac{10\frac{1}{2}}{10\frac{1}{2}}$ | 4560                    | Village. S. T. F. G. W. available. The R.H. is about 400 feet below the village. Fair road with gradual ascent up side valley. Cross Gungi ford at 1 mile.   |
| 2                 | <b>Aliābād,</b><br><i>RH., C., E.</i>                               | do.            | $\frac{6\frac{1}{2}}{17}$             | 6670                    | Hamlet. S. and T. nil; F. G. available; W. plentiful. Steady graded ascent to Hāji Pir pass, 8652 feet, mile 4. Descend gradually through dense forest keeping roughly to contours. Pass FRH, mile 7. A short cut by a rocky path saves 2 miles, but in this case the Haidarābād torrent in a deep gorge on left has to be forded at end of stage. |
| 3                 | <b>Haidarābād,</b><br>(Bhedī),<br><i>DB., C., E.</i>                | do.            | $\frac{9}{26}$                        | 6300                    | Hamlet. S. and T. nil; F. G. available; W. plentiful. New road down Ūri valley, r. bank, good for pack animals. Early in the year this is liable to be blocked by drift snow; the old track is then used, but is very troublesome to pack animals.   |
| 4                 | <b>Ūri,</b><br><i>DB., E., PO., TO., Dispensary.</i>                | 43J/4          | $\frac{10}{36}$                       | 4450                    | } See Route 15.  |
| 5                 | <b>Rāmpur,</b><br><i>DB., E., PO.</i>                               | do.            | $\frac{13\frac{1}{2}}{49\frac{1}{2}}$ | 4840                    |  |
| 6                 | <b>Bārāmula,</b><br><i>DB., E., PO., TO., Dispensary.</i>           | 43J/8          | $\frac{15\frac{1}{2}}{65}$            | 5200                    |  |
| 7                 | <b>Patan,</b><br><i>DB., E., PO.</i>                                | 43J/12         | $\frac{17}{82}$                       | 5210                    |  |
| 8                 | <b>Srīnagar,</b><br><i>Hotel, C., E., PO., TO., Hospital, Bank.</i> | 43J/16         | $\frac{17}{99}$                       | 5214                    |  |

**Route 17.—PÜNCH to SRĪNAGAR, via FERŌZPUR pass, TANGMARG—  
70 miles.**

A direct and frequented route only open from June to November. Between the Ferōzpur pass or Chōr Panjāl, of this route, and the Hāji Fir route described in route 16, are several minor passes. The Dayahari Gali, 12360 feet, is 2 miles west of the Chōr Panjāl, and rough going for animals. The Nilkant Gali, 11830 feet; the Jārni Gali, 11995 feet; Mehnda Gali, 11600 feet; Nawan-di-Gali, 9700; Pajji-di-Gali, 10495; and Kutbnār Gali, 10324, are all rough passes, impassable or very difficult to laden pack animals, and subject to avalanches in spring. A cross connection from the Chōr Panjāl pass, and the Dayahari Gali joins the Nilkant route 3 miles north of the latter pass and, crossing a shoulder of Aphaṛwat at 12000 feet, leads to Khelanmarg and Gulmarg.

| NUMBER OF STAGES. | NAMES OF STAGES.  | MAP REFERENCE. | MILES.   |        | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|---|----------------|----------|--------|-------------------------|--|
|                   |   |                | INTER.   | TOTAL. |                         |  |
|                   | Pūnch,<br><i>RH., C., E.,<br/>PO., TO.,<br/>Hospital.</i> | 43K/1          | ..       |        | 3300                    | Town, fort, bazar: capital of Pūnch State. S. T. F. G. W. abundant.  |
|                   |   | 43K/2          |          |        |                         |  |
|                   |   | 43K/1          |          |        |                         | Good road passable throughout for pack animals. Up Suran and Mandi valleys. Cross Darunglibed, mile 2, and Mandi bridge, mile 13.  |
| 1                 | Mandi,<br><i>E.</i>                                       | 43K/5          | 13<br>13 |        | 4500                    | Large village, tahsil, and summer residence of Raja of Pūnch. S. T. F. G. W. available. E. bad.<br><br>Cross Lōran (Lōharin) bridge, at $\frac{1}{2}$ mile. Pass Chhāambar, mile 5.                      |
| 2                 | Gāgriān or<br>Gāgri (upper),<br><i>E.</i>                 | do.            | 10<br>23 |        | 6300                    | Cluster of villages. S. T. scanty; F. G. W. moderate.<br><br>Steep ascent to Chōr Panjāl or Ferōzpur pass, 13010 ft. Easy descent on north side.   |
| 3                 | Kāntar Nāg,<br><i>E.</i>                                  | do.            | 12<br>35 |        | 13100                   | Lake. S. T. nil; F. scanty; G. W. plentiful.<br><br>Down Palats valley. Skirt Kāntar Nāg. Pass Drang at mile 9.  |
| 4                 | Tangmarg,<br><i>DB., E., PO.</i>                          | 43J/8          | 11<br>46 |        | 7100                    | Terminus of motor road from Srīnagar. Large village of Ferōzpur one mile to east. S. T. scarce; F. G. W. plentiful.<br><br>Motor road from here through highly cultivated plain. Cross bridge at mile 5. |

| NUMBER OF STAGES. | NAMES OF STAGES.   | MAP REFERENCE. | INTER-MILES.<br>TOTAL MILES.         | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.  |
|-------------------|--|----------------|--------------------------------------|-------------------------|---|
| 5                 | <b>Māgam,</b><br><i>IB., E., PO.</i>   | 43J/12         | $\frac{9\frac{1}{2}}{55\frac{1}{2}}$ | 5250                    | Small village. S. T. moderate ;<br>F. G. W. available.<br><br>Motor road banked over low swampy ground. Sokhnāg and spill-channel bridges. Srinagar-Bārāmula road joined at mile 6, and followed to Srinagar. |
| 6                 | <b>Srinagar,</b><br><i>Hotel, C., E.,<br/>PO., TO.,<br/>Hospital,<br/>Banks.</i> | 43J/16         | $\frac{14\frac{1}{2}}{70}$           | 5214                    | See Route 15.   |

**Route 18.—PŪNCH to SRĪNAGAR, via MANDI, TŌSHA-MAIDĀN and WATRAHĒL—69 miles.**

This is probably the most direct route between Pūnch and Srinagar. The Tōshamaidān pass is generally fit for pack animals from June to November. In summer vast numbers of cattle, sheep and goats graze on the plateau east of the pass. There is a short cut from near Sultānpathar, fit only for pedestrians, which ascends steeply to the Khara pass ; this rejoins the route described below in the bed of the Gādātār nala about 5 miles from the crest.

|   |  |       |                 |      |   |
|---|--|-------|-----------------|------|---|
|   | <b>Pūnch,</b><br><i>RH., C., E.,<br/>PO., TO.,<br/>Hospital.</i> | 43K/1 | ..              | 3300 | Town, fort, bazar ; capital of Pūnch State. S. T. F. G. W. abundant.  |
|   |  | 43K/2 |                 |      | Good road passable throughout for pack animals. Up Suran and Mandi valley. Cross Darungli, bed, mile 2, and Mandi bridge, mile 13. Pass large village and tahsil of Mandi, mile 13. Follow l. bank Lōran (Lōharin) N. |
|   |  | 43K/1 |                 |      |   |
| 1 | <b>Rājpur,</b><br><i>E.</i>                                      | 43K/5 | $\frac{14}{14}$ | 4700 | Scattered village. S. T. F. G. scanty ; W. abundant.<br><br>Cross to r. bank by bridge after 1 mile. Pass fertile country and large scattered village of Loran ( <i>anc. Lohara</i> ).                                |

| NUMBER OF STAGES. | NAMES OF STAGES.  | MAP REFERENCE. | MILES.          |       | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|---|----------------|-----------------|-------|-------------------------|--|
|                   |   |                | INTER-          | TOTAL |                         |  |
| 2                 | Sultān-pathar,<br><i>E.</i>   | 43K/5          | $\frac{12}{26}$ |       | 8100                    | Hamlet at forest edge, deserted in winter. S. T. nil; F. G. W. available.<br>Ascent over Kuliān spur to Kunāla hut is steep. Thence by steep nala to Chinamarg Gali or Tōsha-maidān pass, 13430 feet, mile 8. Easy descent by Kākōdar spur to extensive plateau. |
| 3                 | Tōsha-maidān,<br><i>E.</i>  | do.<br>43K/9   | $\frac{16}{42}$ |       | 10200                   | Extensive grazing ground. S. T. nil; F. G. W. available.<br>Watch tower passed about mile 2; road then descends through forest-clad slopes to village of Drang, mile 5. Cross Sokhnāg bridge, mile 7, and fertile undulating plain beyond.                       |
| 4                 | Watrāhēl,<br><i>E.</i>  | do.<br>43J/12  | $\frac{13}{55}$ |       | 6280                    | Large village. S. G. W. available; T. F. moderate.<br>Road crosses well-cultivated plain, low and swampy in places. Pass Badgōm, mile 5. PO here. Unmetalled road fit for tongas thence.   |
| 5                 | Srinagar,<br><i>Hotel, C., E.,<br/>PO., TO.,<br/>Hospital,<br/>Banks.</i> | 43J/16         | $\frac{14}{69}$ |       | 5214                    | See Route 15.  |

**Route 19. PŪNCH to SRĪNAGAR, *via* MANDI, NŪRPUR pass, BUGUR—77 miles.**

The NŪrpur route is not recommended. It is barely fit for pack animals, and is open only from July to October, at which time the weather is often very bad. There are diversions from near NŪrpur by rough passes only fit for pedestrians on both sides of the NŪrpur pass. That by Bodsar leads to the Sokhnāg valley; while that by the Sang-saifōd pass and valley leads *via* Frāsnāg to Nilnāg and by a good road thence to Srinagar.

|   |                         |    |      |               |
|---|-------------------------|----|------|---------------|
| PŪnch,<br><i>RH., C., E.,<br/>PO., TO.,<br/>Hospital.</i> | 43K/1<br>43K/2<br>43K/1 | .. | 3300 | See Route 18. |
|---|-------------------------|----|------|---------------|

| NUMBER OF STAGES. | NAMES OF STAGES.  | MAP REFERENCE.    | MILES.          |        | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|---|-------------------|-----------------|--------|-------------------------|--|
|                   |   |                   | INTER.          | TOTAL. |                         |  |
| 1                 | Rājpur,<br><i>E.</i>  | 43K/5             | $\frac{14}{14}$ |        | 4700                    | Scattered village. S. T. F. G. scanty; W. abundant.<br><br>Cross to r. bank by bridge after one mile. Pass fertile country and large scattered village of Lōran, mile 6; at mile 7 pass village of Bīriān and bend southwards up Nūrpur nala.              |
| 2                 | Batulkot<br>or Pinjāl,<br><i>E.</i>                                       | do.               | $\frac{10}{24}$ |        | 7200                    | Scattered hamlets of iron miners. S. T. nil; F. G. W. plentiful.<br><br>Road becomes rougher as it bends eastwards with the valley; pass Isawāli huts, mile $3\frac{1}{2}$ (whence rough track ascends to a difficult pass leading to Bodsar and Sokhnāg). |
| 3                 | Nūrpur,<br><i>E.</i>  | do.               | $\frac{8}{32}$  |        | 10000                   | Iron workers' settlement in summer. S. T. nil; F. G. W. available.<br><br>Ascent difficult and barely practicable for pack animals. Cross Nūrpur pass, 13436 feet, mile 5, and descend steeply on east side. At mile 11, pass gujar huts of Chhānz.        |
| 4                 | Dudhpathar,<br><i>E.</i>  | 43K/9             | $\frac{16}{48}$ |        | 8600                    | Gujar hamlet, deserted in winter. S. scanty; T. nil; F. G. available; W. plentiful.<br><br>Track improves. Pass large scattered village of Gūravēt, mile 7, and Arigām, mile 11.   |
| 5                 | Bugur,<br><i>E.</i>   | do.<br><br>43K/13 | $\frac{16}{64}$ |        | 6000                    | Village. S. T. moderate; F. G. W. available.<br><br>Good pony road across fertile plain. Pass Yechagām village, mile 4.  |
| 6                 | Srinagar,<br><i>Hotel, C., E.,<br/>PO., TO.,<br/>Hospital,<br/>Banks.</i> | 43J/16            | $\frac{13}{77}$ |        | 5214                    | See Route 15.  |

**Route 20. BARAMGALA (PŪNCH) to SRĪNAGAR, v. a CHHŌTI GALI and KHĀNCHI KOL—58 miles.**

This is an accessible entrance into Kashmir, though almost impracticable and very rough in places for laden pack animals. The Chhōti Gali (pass) is open from July to October. An interesting though still rougher route diverges at Magru Sar, follows the Sangsafād nala to Frās-nāg (43K/9), Yūs-maidān and Nilnāg. From here an excellent bridle road leads to Srīnagar, 20 miles distant. During the monsoon the fords are liable to be difficult and often impassable.

| NUMBER OF STAGES. | NAMES OF STAGES.                                | MAP REFERENCE. | INTER-MILES.<br>TOTAL MILES. | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|---|----------------|------------------------------|-------------------------|--|
|                   | <b>Baramgala (Pūnch),</b><br><i>RH., C., E.</i> | 43K/6          | ..                           | 6050                    | Small village and fort. S. scarce; T. F. G. W. available. (See Route 21.)<br>Country mountainous. Fair hill road, passable for pack animals across Suran valley. Cross Suran ford; pass Chandimar at mile 1½, and ascend spur of Alatōpa to Bārānāri, mile 8.  |
| 1                 | <b>Bagla,</b><br><i>E.</i>                      | do.<br>43K/10  | 10<br>10                     | 10100                   | Huts. S. T. nil; F. G. plentiful; W. available.<br>Gentle but rough ascent by spur and across head of valley to Chhōti Gali (pass), 14103 feet. Easy descent to Magru Sar (lake). From here diverge two routes passable for pack animals. The southern route is the better. Cross Kātsgalu pass, 13892 feet, and follow Romushi N. |
| 2                 | <b>Khānchi Kol river,</b><br><i>E.</i>          | 43K/9          | 14<br>24                     | 9000                    | Gujar huts. S. T. nil; F. G. W. plentiful.<br>Fair road for laden animals. Down Khānchi Kol valley.  |
| 3                 | <b>Pakharpur,</b><br><i>E.</i>                  | 43K/13         | 11<br>35                     | 6550                    | Village. S. procurable; T. F. G. W. available.<br>Good road. Pass town of Tsrār Sharif, height 6500 feet, (PO), at mile 5.   |
| 4                 | <b>Khāmpur,</b><br><i>C., E.</i>                | do.            | 10<br>45                     | 5520                    | Small village. S. scanty; T. F. G. W. procurable.<br>Route here joins the Srīnagar-Shupīyān road, and is passable for carts. Pass Wāhathor at mile 4 and join the Srīnagar-Nilnāg road at mile 5. Some of the culverts on this road are not kept in good repair.   |

| NUMBER OF STAGES. | NAMES OF STAGES.   | MAP REFERENCE. | INTER.-MILES.<br>TOTAL MILES. | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE. |
|-------------------|--|----------------|-------------------------------|-------------------------|--|
| 5                 | <b>Srinagar,</b><br><i>Hotel, C., E.,<br/>PO., TO.,<br/>Hospital,<br/>Banks.</i> | 43J/16         | 13<br>58                      | 5214                    | See Route 15.                                |

**Route 21. BHIMBAR to SRĪNAGAR, via RĀJAORI (RĀMPUR), BARAMGALA, PĪR PANJĀL pass—141 miles.**

The Pir Panjāl route is the old Mughal imperial road into Kashmir. Until the construction of the Jhelum valley cart road, this was the most frequented route from the central Punjab into Kashmir. The road from Baramgala over the pass to Shupiyān is now much rougher than formerly, and is difficult in places; the scenery is beautiful. The pass itself is closed to pack-transport from about mid-November to mid-April. At mile 90½ the pre-Mughal road branches across the Rembiāra R. and ascends the high ridge Hastivanja. This old route, which is passable for pack animals with difficulty, commands fine views and rejoins the "Imperial road" at Sokh Saral.

During the monsoon in July and August, the fords may be difficult or impassable. From opposite Shupiyān, on the other side of the Romushi there is an unmetalled road to Pāmpur *via* Pulawōm. Distance from Shupiyān to Srīnagar by this route 35 miles.

|   |   |       |          |      |  |
|---|---|-------|----------|------|--|
|   | <b>Bhimbar,</b><br><i>RH., C., E.,<br/>PO., Dis-<br/>pensary.</i> | 43L/1 | ..       | 1060 | } See Route 4.   |
| 1 | <b>Sādābād,</b><br><i>RH., C., E.,<br/>PO.</i>                    | 43K/4 | 11<br>11 | 2010 |  |
| 2 | <b>Naoshera,</b><br><i>RH., C., E.,<br/>PO.</i>                   | do.   | 10<br>21 | 1820 | Small town, bazar, fort and tahsil above r. bank of the Tāwi river. S. F. G. W. plentiful; coolies available. Cross Tāin Dhār spur at mile 2 and pass Nādpur, mile 5. Road is very fair by r. bank Tāwi valley.                            |
| 3 | <b>Chingas Sarai,</b><br><i>RH., C., E.,<br/>PO.</i>              | 43K/8 | 12<br>33 | 2400 | Village. S. F. G. W. and coolies available. Road leaves Tāwi river at mile 2 and diverges up Pānda Kas tributary which is forded at mile 4½. Rejoin Tāwi river, mile 6. Pass Dalōgra, mile 8, Marādpur, mile 10. Ford Tāwi river, mile 13. |

| NUMBER OF STAGES. | NAMES OF STAGES.                            | MAP REFERENCE. | MILES.                                |              | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.  |
|-------------------|---|----------------|---------------------------------------|--------------|-------------------------|---|
|                   |   |                | INTER-MILES.                          | TOTAL MILES. |                         |   |
| 4                 | Rājaori<br>(Rāmpur),<br>RH., C., E.,<br>PO. | 43K/7          | $\frac{14}{47}$                       |              | 3030                    | Small town, bazar and tahsil. S. T. F. G. W. plentiful.<br><br>Up l. bank Tāwi river. Ford Darhāl tributary, mile $1\frac{1}{2}$ and other minor streams. Pass Fatehpur at mile 4.  |
| 5                 | Thanna<br>Mandi,<br>RH., C., E.             | 43K/6          | $\frac{14}{61}$                       |              | 4930                    | Village; salt depôt. S. T. F. G. W. available. RH. on r. bank of Dhāndal N. Ruined sarai of Mughal period.<br><br>The first part of the march is a continuous ascent, mostly through open forest. Cross Ratan Pīr pass, 8158 feet, mile 5 (shelter huts near summit). More gradual descent. Cross Parnai N. by bridge at $9\frac{1}{2}$ miles.  |
| 6                 | Baramgala,<br>RH., C., E.                   | do.            | $\frac{10\frac{1}{2}}{71\frac{1}{2}}$ |              | 6050                    | Small village and fort. S. scarce. T. F. G. W. available.<br><br>Up Suran valley. Pass Chandimar village and ironworks at $1\frac{1}{2}$ miles. Cross Suran R. by several small bridges and fords.  |
| 7                 | Poshiāna,<br>RH., C., E.                    | do.            | $\frac{8\frac{1}{2}}{80}$             |              | 8150                    | Village, deserted in winter months. F. G. plentiful; S. nil; T. and W. scarce.<br><br>Track traverses eastern wooded slopes of Ganta Par massif well above river gorge, to Chhata Pāni huts, mile 4. Thence below Chhata Pāni ridge ("Sunset Peak"), and across Nilāna N. near tree limit. Ascent to Pīr Panjāl pass, height 11462, mile 7, easy; shelter huts and watch tower at summit. Descend by l. bank, Rembiāra R. |
| 8                 | Aliābād<br>Sarai,<br>RH., C., E.            | 43K/10         | $\frac{12}{92}$                       |              | 10000                   | Mughal hospice erected on the old imperial road. S. T. nil; F. G. W. plentiful.<br><br>Down l. bank Rembiāra R. Pass Sokh Sarai at mile 6 and Dubjan, mile 8. Cross Rembiāra bridge at mile 9.  |

| NUMBER OF STAGES. | NAMES OF STAGES.   | MAP REFERENCE. | INTER-MILES.<br>TOTAL MILES. | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.  |
|-------------------|--|----------------|------------------------------|-------------------------|---|
| 9                 | <b>Hurapōr,</b><br><i>RH., C., E.</i>  | 43K/10         | $\frac{12}{104}$             | 7600                    | Small village ( <i>anc.</i> Surapura) on r. bank of Rembiāra. Ancient watch tower. S. T. F. G. W. procurable.<br>Road smooth and level along r. bank Rembiāra R.  |
| 10                | <b>Shupiyān,</b><br><i>RH., C., E.,<br/>PO., Dispensary.</i>                     | 43K/14         | $\frac{8}{112}$              | 6720                    | Town, bazar, tahsil and headquarters of district. S. T. F. G. W. abundant. There is an unmetalled motor road from here to Srīnagar. See notes at head of route.<br>Down Kashmīr valley. Good road with bridges over small streams. Pass Shājimarg, mile 7, and Rōmu, mile 11. Cross Rembiāra, mile $1\frac{1}{2}$ , Sasāra, mile 4, and Romushi, mile 10. |
| 11                | <b>Khāmpur,</b><br><i>C., E.</i>   | 43K/13         | $\frac{16}{128}$             | 5520                    | Small village. S. scanty; T. F. G. W. procurable.<br>Good pony road passable for carts. Pass Wāhathor, mile 4, and join Srīnagar-Nilnāg road, mile 5. Pass Krālapur, mile $6\frac{1}{2}$ . Some culverts are not in good repair.  |
| 12                | <b>Srīnagar,</b><br><i>Hotel, C., E.,<br/>PO., TO.,<br/>Hospital,<br/>Banks.</i> | 43J/16         | $\frac{13}{141}$             | 5214                    | See Route 15.   |

**Route 22. RĀJAORI (RĀMPUR) to SRĪNAGAR, via DARHĀL pass and ALIĀBĀD SARAI—80 miles.**

This route is fairly easy on the whole, but should not be attempted with ponies before June or after November, when the first fall of snow may be expected. Transport should be taken through from Darhāl to Shupiyān. Fords may be impassable in the rains.

At Bēla a track diverges eastwards, crosses the main range by the Rūpīrī pass, 13405 feet, and descends to Bhāg Sar lake. The Rūpīrī shepherd huts are reached at mile 10 and the route joins the pre-Mughal Pīr Panjāl road at Hastivanja, mile 18. (See Route 21.)

|   |       |    |      |   |
|---|-------|----|------|---|
| <b>Rājaori</b><br><b>(Rāmpur),</b><br><i>RH., C., E.,<br/>PO.</i> | 43K/7 | .. | 3030 | Small town, bazar and tahsil. S. T. F. G. W. plentiful.<br>Fair hill road across Tāwi valley and up the Darhāl N. passable for laden animals. |
|---|-------|----|------|---|

| NUMBER OF STAGES. | NAMES OF STAGES.   | MAP REFERENCE.     | INTER-MILES.<br>TOTAL MILES. | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.  |
|-------------------|--|--------------------|------------------------------|-------------------------|---|
| 1                 | <b>Darhāl,</b><br><i>E.</i>  | 43K/7<br><br>43K/6 | $\frac{12}{12}$              | 5200                    | Large village. S. T. F. G. W. plentiful.<br><br>Road ascends for 2 miles. Cross Ratan Pir range by easy pass, Shakarmarg, 11100 feet.   |
| 2                 | <b>Bēla,</b><br><i>E.</i>  | 43K/10             | $\frac{7}{19}$               | 10900                   | Huts, deserted in winter. Milk supplies uncertain, other S. T. nil; F. procurable; G. W. plentiful.<br><br>Gentle ascent to Nil Sar lake and Darhāl pass, 12907 feet. Road passes between Nandan Sar and Chandan Sar lakes and descends by l. bank of Jadi N. |
| 3                 | <b>Aliābād Sarai,</b><br><i>RH., C., E.</i>                                      | do.                | $\frac{12}{31}$              | 10000                   | } See Route 21.   |
| 4                 | <b>Hurapōr,</b><br><i>RH., C., E.</i>  | do.                | $\frac{12}{43}$              | 7600                    |   |
| 5                 | <b>Shupiyān,</b><br><i>RH., C., E.,<br/>PO., Dispensary.</i>                     | 43K/14             | $\frac{8}{51}$               | 6720                    |   |
| 6                 | <b>Khāmpur,</b><br><i>C., E.</i>   | 43K/13             | $\frac{16}{67}$              | 5520                    |   |
| 7                 | <b>Srinagar,</b><br><i>Hotel, C., E.,<br/>PO., TO.,<br/>Hospital,<br/>Banks.</i> | 43J/16             | $\frac{13}{80}$              | 5214                    |   |

Route 23. JAMMU to SRĪNAGAR, *via* BUDIL pass and SHUPIYAN—144 miles.

This is not a frequented route; the early stages are rough and in places impassable for pack animals. The Budil pass is generally closed by snow from December to May inclusive. Transport should be taken through from Budil to Shupiyān.

From Nār Kot, stage 5, a track leads to Gota and Nand Kot; thence by a difficult pass, the Phatun-pāntsāl, 13,252 feet, to Kōnsa Nāg. From here a track passable for pack animals leads by the Kōnsa Nāg nala to Sedau and Shupiyān.

| NUMBER OF STAGES. | NAMES OF STAGES.   | MAP REFERENCE. | INTER-MILES.<br>TOTAL MILES. | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|--|----------------|------------------------------|-------------------------|--|
|                   | <b>Jammu,</b><br><i>DB., C., E.,<br/>PO., TO.,<br/>Hospital.</i>   | 43L/14         | ..                           | 1000<br>(bridge)        | } See Route 5.   |
|                   |  | 43L/13         |                              | 1127<br>(DB)            |  |
| 1                 | <b>Akhnūr</b><br><i>RH., C., E.,<br/>PO., TO.,<br/>Dispensary.</i> | 43L/9          | 18<br>18                     | 1090                    |  |
| 2                 | <b>Chauki Chaura,</b><br><i>E.</i>                                 | 43K/12         | 13<br>31                     | 2250                    | S. scanty; T. nil; F. G. W. available.<br>Cross Kāli Dhār range by Akhar Gala and descend by Tāwi valley to Dhabar. Track very rough in places. Cross Dhabar ford, mile 12.  |
| 3                 | <b>Paoni,</b><br><i>E., PO.</i>                                    | do.            | 14<br>45                     | 2050                    | Large village; State garden. S. F. G. W. available; T. scanty.<br><br>Steep stony ascent up Mari N. to Chīli Gala, 4816 feet, mile 6½. Descend by Chontra spur through Jhandi forest.                                |
| 4                 | <b>Gura,</b><br><i>E.</i>  | do.            | 9<br>54                      | 2700                    | Scattered village. S. T. F. G. W. scanty.<br><br>Stony track up Balān N. barely practicable for animals.   |
| 5                 | <b>Nār Kot,</b><br><i>E.</i>                                       | 43K/11         | 10<br>64                     | 4000                    | Scattered village. S. T. very scanty; F. G. W. available.<br><br>Steep ascent, 3 miles, west to crest of ridge south of Chorūsira, 7791 feet. Follow ridge to Chapri huts and descend tributary to Phagoli on Āns R. |

| NUMBER OF STAGES. | NAMES OF STAGES.  | MAP REFERENCE. | INTER-MILES. |              | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.  |
|-------------------|---|----------------|--------------|--------------|-------------------------|---|
|                   |   |                |              | TOTAL MILES. |                         |   |
| 5a                | Phagoli,<br><i>E.</i>   | 43K/11         | 11<br>75     |              | 5000                    | Scattered hamlet. S. T. nil; F. G. W. available. Omit this stage if time permits.<br><br>Cross Āns R. bridge 2 miles above Phagoli, near Kewal.   |
| 6                 | Budil,<br><i>E., PO.</i>  | do.            | 5<br>80      |              | 5890                    | Large village; fort. S. F. G. W. plentiful; T. available.<br><br>Up Budil valley. Cross Jori ford, mile 1. Pass Rājnagar, mile 2, and Kulhār huts, mile 5. Ascent steep to Dobsta, mile 7. Cross head of Chuniper valley. |
| 7                 | Andrachhi,<br><i>E.</i>   | do.            | 10<br>90     |              | 10700                   | Scattered huts. S. T. nil; F. G. W. available.<br><br>Leave Dhil, 12701 feet, to east. Ascent to Budil Pīr or Sedau pass, 13989 feet, mile 5, steep and awkward. Descent easy by l. bank Harsēni valley.                  |
| 8                 | Harsēni<br>Tower<br>(Nazamdi<br>Garhi),<br><i>E.</i>                      | 43K/10         | 14<br>104    |              | ..                      | Guard house, huts and rock shelter. S. T. nil; F. G. W. plentiful.<br><br>Track fair. Cross Shāhkūt ridge by Tsurugul pass, 9407 feet. Descend through forest to Sedau, mile 6; then through fertile foothills.           |
| 9                 | Shupiyān,<br><i>RH., C., E.,<br/>PO., Dispensary.</i>                     | 43K/14         | 11<br>115    |              | 6720                    | } See Route 21.   |
| 10                | Khāmpur,<br><i>C., E.</i>   | 43K/13         | 16<br>131    |              | 5520                    |   |
| 11                | Srinagar,<br><i>Hotel, C., E.,<br/>PO., TO.,<br/>Hospital,<br/>Banks.</i> | 43I/16         | 13<br>144    |              | 5214                    |   |

Route 24. JAMMU to SRĪNAGAR, *via* RIĀSI, GULĀBGARH, DIDAM pass, SHUPIYĀN—146 miles.

At one time this was a fair road for laden animals throughout, but it has not been kept in good repair; it is not much frequented, having been largely superseded by the Banināl route.

| NUMBER OF STAGES. | NAMES OF STAGES.  | MAP REFERENCE. | INTER-MILES. |              | HEIGHT ABOVE SEA LEVEL.              | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|---|----------------|--------------|--------------|--------------------------------------|--|
|                   |   |                | INTER-MILES. | TOTAL MILES. |                                      |  |
|                   | <b>Jammu,</b><br><i>DB., C., E.,<br/>PO., TO.,<br/>Hospital.</i>  | 43L/14         | ..           |              | 1000<br>(bridge)<br>1127<br>(at DB.) | See Route 5.<br><br>By Banihāl motor road to Littar-yāri, mile 9, passing Nagrota, PO. mile 7. (See Route 25.) Turn north up stony Chhibbe-wāli N. to Wadi Sēri, mile 12½; thence by Dūngwāli Khad. Road passable for laden animals.     |
| 1                 | <b>Dūng,</b><br><i>E.</i>   | 43L/13         | 18<br>18     |              | 1520                                 | Small village. S. T. nil; F. G. W. available.<br><br>After 2 miles cross wooded ridge to Bameāl, thence by stony Phare ravine.   |
| 2                 | <b>Kāñji,</b><br><i>E.</i>  | do.            | 7<br>25      |              | 1400                                 | Small village. S. T. nil; F. G. W. available.<br><br>Down stony Bālan N. to Chenāb valley. Pass Sēri, mile 3, and Dera, mile 4. Cross Pēi Khad, mile 7, and Anji Khad, mile 10.  |
| 3                 | <b>Bīsi,</b><br><i>RH., O., E.,<br/>PO., TO.,<br/>Dispensary.</i> | 43K/16         | 11<br>36     |              | 1700                                 | Town, fort, bazar and tahsil. S. T. F. G. W. ample.<br><br>Fair road though steep to Bida, mile 4, thence graded roughly over Salāl ridge, 3356 feet, mile 6. Descent fair to suspension bridge over Chenāb, mile 12, thence by r. bank. |
| 4                 | <b>Ans,</b><br><i>E.</i>  | do.            | 15<br>51     |              | 2000                                 | Large scattered village on r. bank Chenāb. S. T. F. G. W. available.<br><br>Road follows contours of hillside on l. bank Ans R. with long detours up side valleys. Country well wooded.  |

| NUMBER OF STAGES. | NAMES OF STAGES.   | MAP REFERENCE. | MILES.           |       | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|--|----------------|------------------|-------|-------------------------|--|
|                   |  |                | INTER.           | TOTAL |                         |  |
| 5                 | Mhor,<br><i>E.</i>   | 43K/15         | $\frac{12}{63}$  |       | 4700                    | Large scattered village. S. scanty; T. nil; F. G. W. available.<br><br>Long diversion up Batoi N. and then by alignment of contours round hillsides to Bhaga, mile 7.  |
| 6                 | Angrāla,<br><i>E.</i>  | do.            | $\frac{14}{77}$  |       | 5500                    | Small village. S. procurable; T. nil; F. G. W. plentiful.<br><br>Rough track crossing to r. bank Gulābgarh N. after 1 mile. Recross to l. bank at Gulābgarh.   |
| 7                 | Gulābgarh,<br><i>E.</i>  | do.            | $\frac{9}{86}$   |       | 6700                    | Village. S. T. nil; F. G. W. plentiful.<br><br>Steep ascent up valley to Didam Gali, 12501. Easy but rough descent.  |
| 8                 | Gugalmarg,<br><i>E.</i>  | 43K/14         | $\frac{11}{97}$  |       | 10300                   | Grazing ground and shepherds' huts. S. T. nil; F. G. W. plentiful.<br><br>Down Zaji N. Cross bridge, mile 5, and ascend Kadlabal spur to pass over low wooded ridge. Chirinbal, 9085 feet, mile $7\frac{1}{4}$ . |
| 9                 | Manzgöm,<br><i>E.</i>  | do.            | $\frac{11}{108}$ |       | 6850                    | Village in Veshau valley. S. T. F. G. W. available.<br><br>Good pony road crosses Veshau R. by bridge at Rishnagar, mile $3\frac{1}{4}$ . Pass Jannagar, mile 5, and Mimandar, mile 8.                           |
| 10                | Shupiyān,<br><i>RH., C., E., PO., Dispensary.</i>              | do.            | $\frac{9}{117}$  |       | 6720                    | } See Route 21.  |
| 11                | Khāmpur,<br><i>C., E.</i>                                      | 43K/13         | $\frac{16}{133}$ |       | 5520                    |  |
| 12                | Srinagar,<br><i>Hotel, C., F., PO., T.O., Hospital, Banks.</i> | 43J/16         | $\frac{13}{146}$ |       | 5214                    |  |

Route 25. JAMMU to SRĪNAGAR—Motor road, *via* BANIHĀL pass—205 miles.

This route has been constructed and metalled throughout since 1910. All naalas are fully bridged throughout. Permission to use it must be obtained from H. H. the Maharajah of Kashmir by application through the British Resident. The road was open for through motor traffic in 1922, but is in many places very narrow; here cars cannot pass each other. Improvements and re-alignments are projected in certain places. The alignment given below is that of 1922. The heights are from the levels run that year.

There are two other routes from Jammu to Ramban, stage 8, which are passable to pack transport. The first leads to Riāsi, (route 24), Parand and Landra; the second by Tikri, stage 3, and Krimchi and Landra. These will probably fall into disuse since the construction of the new road.

| NUMBER OF STAGES. | NAMES OF STAGES.  | MAP REFERENCE. | INTER.-MILES.                      |              | HEIGHT ABOVE SEA LEVEL.             | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.  |
|-------------------|---|----------------|------------------------------------|--------------|-------------------------------------|---|
|                   |   |                | INTER.-MILES.                      | TOTAL MILES. |                                     |   |
|                   | Jammu,<br><i>DB., C., E.,<br/>PO., TO.,<br/>Hospital.</i> | 43L/14         | ..                                 |              | 1000<br>(bridge)<br>1127<br>(at DB) | See Route 5.<br>Up Tāwi valley. Pass Amar Mahāl, Raja Sir Hari Singh's palace, mile 2. Cross Khānpur N., mile 5, and Chairūa N., mile 7, by bridges.  |
| 1                 | Nagrota,<br><i>E., PO.</i>                                | 43L/13         | $7\frac{1}{4}$<br>$7\frac{1}{4}$   |              | 1165                                | Small village and bazar. S. T. F. G. W. available.<br>Leave Tāwi valley. Cross Balin bridge, mile 9; road then winds up to Nadani Gali, crossing Achhar Kund bridge, mile $13\frac{1}{2}$ , and Jaurian bridge, mile $14\frac{1}{2}$ . Pass through Nadani tunnel, mile $15\frac{1}{4}$ , height 2046 feet. (IB. and small bazar); junction of old road to Udampur. Pass Rani's Sarai and water tank, mile $16\frac{1}{4}$ . Cross Jhajjar bridge, mile $20\frac{1}{2}$ . |
| 2                 | Jhajjar,<br><i>IB., E., PO.</i>                           | do.            | $13\frac{1}{4}$<br>$20\frac{1}{4}$ |              | 1630                                | Juni and Jhajjar confluence. S. T. scarce; F. G. W. available.<br>Up Jhajjar valley to mile $26\frac{1}{2}$ , then south-south-eastwards. Cross Tikri N. bridge, mile 27.   |

| NUMBER OF STAGES. | NAMES OF STAGES.                                      | MAP REFERENCE. | INTER-MILES.<br>TOTAL MILES. | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.  |
|-------------------|---|----------------|------------------------------|-------------------------|---|
| 3                 | Tikri,<br>IB., E.                                     | 43L/13         | $\frac{7}{27\frac{1}{2}}$    | 2455<br>(bridge)        | Tikri village off road to east, $\frac{3}{4}$ mile beyond I. B. Small bazar. T. scarce; S. F. G. W. available.<br><br>Cross low col by cutting, mile $31\frac{1}{4}$ . Cross Duddar bridge, mile $34\frac{1}{2}$ , Naddal Khad bridge, mile 37, and Birun N. bridge, mile $39\frac{1}{4}$ .   |
| 4                 | Udhampur,<br>DB., C., E.,<br>PO., TO.,<br>Dispensary. | 43P/1          | $\frac{13}{40\frac{1}{2}}$   | 2348                    | Large town, bazar, and headquarters of district; maharajah's palace. RH. for Indian officials. S. T. F. G. plentiful; W. only moderate in dry summer.<br><br>Up r. bank Tāwi valley, at first about 1000 feet above the river. Cross bridges over Balia N., Diwal Khad, and Sarmoli N., at miles 47, 50, and $51\frac{1}{2}$ respectively; also Trāmagori Khad causeway, mile 53. |
| 5                 | Dramthal,<br>IB., E.                                  | 43O/4          | $\frac{13}{53\frac{1}{2}}$   | 3500                    | Village. State grass farm. S. T. scarce; F. G. available; W. scarce in dry summer.<br><br>Cross Dodi Khad bridge, mile $55\frac{1}{4}$ . At mile $55\frac{1}{2}$ a pony track leads to Chineni, with PO, $1\frac{1}{2}$ miles distant. Residence of local raja. Cross Chineni bridge, mile 58, and leave Tāwi valley. Several hairpin bends up hills to north.                    |
| 6                 | Kād,<br>DB., E.                                       | 43O/8          | $\frac{12\frac{1}{2}}{66}$   | 5700                    | Village. T. scarce; S. from small bazar and Chineni; F. G. W. abundant. RH. for Indian officials. W. tank near IB.; E. in IB. compound only.<br><br>Roads winds round hillside to Patni pass, 6670 feet. Deodar forest at summit of Patni Dh'r ridge. Descent by long zig-zags with several difficult hairpin bends.  |

| NUMBER OF STAGES. | NAMES OF STAGES.                                     | MAP REFERENCE. | INTER-MILES.<br>TOTAL MILES.               | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.  |
|-------------------|--|----------------|--|-------------------------|---|
| 7                 | Batōti,<br><i>DB., E., PO., TO., Dispensary.</i>     | 430/8          | $\frac{12\frac{1}{4}}{78\frac{1}{4}}$<br>e | 5116                    | <p>Village and bazar. Summer residence of governor. Maharajah's palace. S. T. F. G. available; W. moderate only in dry summer.</p> <p>Road winds round hillside gradually descending to the Chenāb valley. Cross Nāchhar N. bridge, mile 83½ and Heman Khad bridge, mile 87½. IB on high ground above latter. Descend to cultivated strip above the l. bank Chenāb R. The following bridges have to be crossed over tributaries:—Kunphar or Kasmar, mile 90; Kālapāni, 93; Balant or Kantar, 94½; Suruda, mile 95; Dhātūwāla, mile 95½. At mile 96 cross suspension bridge to r. bank Chenāb R.</p> |
| 8                 | Ramban,<br><i>DB., C., E., PO., TO., Dispensary.</i> | 430/4          | $\frac{18\frac{1}{4}}{96\frac{1}{2}}$      | 2250<br>(bridge)        | <p>Town, tahsil, bazar. R.H. for Indian officials. E. in state gardens. IB. under construction 1922; S. T. F. G. W. plentiful.</p> <p>Cross Ramban N. causeway, Balhot N. bridge before Seri, mile 97½, and Narshalan bridge, mile 99; turn up l. bank Bichlari valley, above cliffs, crossing minor nalas by bridges. Pass Digdaul, IB. mile 104½, and cross more bridges over side streams between here and Rāmsū.</p>  |
| 9                 | Rāmsū,<br><i>IB., E.</i>                             | 430/3          | $\frac{13\frac{3}{4}}{110\frac{1}{4}}$     | 3799                    | <p>Bazar and shops; T. scarce; S. F. G. W. available.</p> <p>Cross Rāmsū bridge over Nil Gad, and Chamalwās bridge over Sālgari N., mile 116½, besides minor culverts and bridges.</p>  |

| NUMBER OF STAGES. | NAMES OF STAGES.                 | MAP REFERENCE. | INTER-MILES.                           | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|----------------------------------|----------------|--|-------------------------|--|
|                   |                                  |                | TOTAL MILES.                           |                         |  |
| 10                | Banihāl,<br>DB., E., PO.,<br>TO. | 430/3          | $\frac{10\frac{1}{2}}{120\frac{1}{2}}$ | 5330                    | Village and bazar. S. T. F. G. available; W. plentiful.<br><br>At mile 124 $\frac{1}{2}$ , old road ascends by Takiā direct to the Banihāl pass. Motor road continues up valley past Tathār, mile 125, and winds up hillside to north with some difficult turns and bends for cars, to summit of Pir Panjāl ridge. Cross by tunnel, 640 ft. long, height 8985 feet. Descent difficult for cars.      |
| 11                | Upper Munda,<br>DB., E.          | 430/2          | $\frac{29\frac{1}{2}}{150}$            | 7224                    | Munda village about 1 $\frac{1}{2}$ miles away. E. in compound of IB. S. T. scarce; F. W. plentiful; G. is poisonous and dangerous for cattle and horses. It should be brought from Vernāg.<br><br>Cross bridge, mile 155 $\frac{1}{2}$ , where is a R.H. for Indian officials. Road now enters the highly cultivated valley of the Jhelum R.  |
| 12                | Qāzigund,<br>IB., E.             | do.            | $\frac{10\frac{1}{2}}{160\frac{1}{2}}$ | 5667                    | S. T. scarce; F. G. W. available<br>E. in compound of IB.<br><br>Road as before.   |
| 13                | Khānabal,<br>DB., E.             | do.            | $\frac{12\frac{1}{2}}{173}$            | 5236                    | Across the Jhelum lies Islāmābād, district headquarters, with C., E., PO., TO. S. T. F. G. W. plentiful. R.H. for Indian officials.<br><br>Road very good. Pass Bijbiāra, (Vejiyōr), mile 177, with PO., E. across river on r. bank Jhelum R. Bridle road for Pahlgām <i>via</i> Sallar leaves here. Cross Sangam bridge over Jhelum R., mile 180, above junction of Veshau and Jhelum. Seasonal TO. |

| NUMBER OF STAGES. | NAMES OF STAGES.  | MAP REFERENCE. | MILES. |       | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|---|----------------|--------|-------|-------------------------|--|
|                   |   |                | INTER- | TOTAL |                         |  |
| 14                | <b>Awantipur</b><br>(Wantipōr),<br>RH., E., PO.                         | 43O/1          | 14     | 187   | 5225                    | Village and ruins of ancient temples, recently excavated. S. T. F. G. W. available.<br>Road as before on north bank Jhelum R. Road omits meanderings of river and cuts across bends. Pass Pampur, PO., mile 196 and Pāndrenthān, temple, mile 201. |
|                   |   | 43K/13         | •      |       |                         |  |
| 15                | <b>Srinagar,</b><br>Hotel, C., E.,<br>PO., T.O.,<br>Hospital,<br>Banks. | 43J/16         | 18     | 205   | 5214                    | See Route 15.  |

## Route 26. BHADARWĀH to VERNĀG—

A. *via* **BATŌTI**—98 miles.B. *via* **GEĪ**—80 miles.C. *via* **Forest Road from DODA to MANJMI**—80 miles.

The route first described is longer but better than the second, the stages of which from Geī onwards are rough and tiring. The old road over the Banihāl pass is much shorter than the motor road and is quite suitable for pack animals. The third route is by the forest road from Doda to Manjmi, which is well graded and keeps well above the nala. The route through the forests is preferable to Route B along the nala bottom especially in the hot weather.

|    |   |        |                 |      |  |
|----|---|--------|-----------------|------|--|
|    | <b>Bhadarwāh,</b><br>RH., C., E.,<br>PO., Dispensary. | 43P/9  | ..              | 5400 | Large town, fort, bazar; capital of Bhadarwāh; S. T. F. G. W. available.<br>Good mule road by Nirū R. l. bank. Pass Dranga, mile 5. At end of march ascend spur. |
| 1  | <b>Khalhīni,</b><br>RH., E.                           | 43O/12 | $\frac{11}{11}$ | 4800 | Village. S. T. F. G. W. available.   |
| A1 | <b>Khalhīni,</b><br>RH., E.                           | 43O/12 | 11              | 4800 | See above.<br>Good mule road. Descend spur and cross bridges over Bhalela and Kankhela tributaries. Thence by l. bank Nirū R.                                    |

| NUMBER OF STAGES. | NAMES OF STAGES.                                     | MAP REFERENCE. | INTER-MILES.                          |              | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|--|----------------|---------------------------------------|--------------|-------------------------|--|
|                   |  |                |                                       | TOTAL MILES. |                         |  |
| A2                | Khaleni,<br><i>RH., E., PO.</i>                      | 430/12         | $\frac{11}{22}$                       |              | 3800                    | Small village. S. F. G. W. available; T. limited. RH. is poor.<br><br>Good mule road by l. bank Chenāb; graded and keeping roughly to contours.  |
| A3                | Assar,<br><i>E.</i>                                  | 430/8          | $\frac{8}{30}$                        |              | 3130                    | Small village; S. T. F. G. W. available.<br>Road as above.   |
| A4                | Batōti,<br><i>DB., E., PO., TO., Dispensary.</i>     | do.            | $\frac{14}{44}$                       |              | 5116                    | } See Route 25.  |
| A5                | Ramban,<br><i>IB., C., E., PO., TO., Dispensary.</i> | 430/4          | $\frac{18\frac{1}{2}}{62\frac{1}{2}}$ |              | 2250<br>(bridge)        |  |
| A6                | Rāmsū,<br><i>IB., E.</i>                             | 430/3          | $\frac{13\frac{3}{4}}{76}$            |              | 3799                    |  |
| A7                | Banihāl,<br><i>DB., E., PO., TO.</i>                 | do.            | $\frac{10\frac{1}{2}}{86\frac{1}{2}}$ |              | 5330                    | Village, bazar. S. T. F. G. available; W. plentiful.<br><br>Pass Charil, mile 3, and leave motor road, mile 4. Pass Takia, mile 5. Steep ascent to Banihāl pass, 9290 ft., mile 7½. Descent steep at first, then easy.   |
| A8                | Vernāg,<br><i>RH., E., PO., TO.</i>                  | 430/6          | $\frac{11\frac{3}{4}}{98}$            |              | 6100                    | Large village. S. T. F. G. W. available.   |
| B1                | Khalhini,<br><i>RH., E.</i>                          | 430/12         | 11                                    |              | 4800                    | See above.<br>Good mule road. Descend spur and cross bridges over Bhalela and Kankhela tributaries. Thence by l. bank Niru R.  |
| B2                | Khaleni,<br><i>RH., E., PO.</i>                      | do.            | $\frac{11}{22}$                       |              | 3800                    | Small village. S. F. G. W. available; T. limited. RH. is poor.<br>By lower pony road to suspension bridge over Chenāb R. at Doda, (dispensary). Thence down r. bank Chenāb to junction of Lidar cr. Dēsa valley, mile 7. |

| NUMBER OF STAGES. | NAMES OF STAGES.                                  | MAP REFERENCE. | INTER-MILES.<br>TOTAL MILES.         | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|---|----------------|--------------------------------------|-------------------------|--|
| B3                | <b>Ganika,</b><br><i>E.</i>                       | 430/8          | $\frac{9}{31}$                       | 3600                    | Small village in well cultivated valley of Lidar. S. T. F. G. W. available.<br>Fair road by l. bank Lidar; stony in places.  |
| B4                | <b>Gei,</b><br><i>E.</i>                          | 430/7          | $\frac{15}{46}$                      | 6500                    | Small village. S. T. F. G. W. available.<br>Rough road by Gōrkhan, mile 2. Thence along Pōshmatu spur to Brāri Gali, 13170 feet, mile 11. Easy descent. This march is very tiring; an early start should be made; it is very difficult for loaded coolies to do this stage in one day. |
| B5                | <b>Brāri,</b><br><i>E.</i>                        | do.            | $\frac{15}{61}$                      | 12000                   | Uninhabited. Camp near stream, below Sundar Kanthi peak. S. T. F. nil; G. W. available.<br>Traverse northern slopes of Sundar Kanthi at 12500 feet. Easy descent to Sāndran stream, mile 6.  |
| B6                | <b>Hingpur,</b><br><i>E.</i>                      | do.            | $\frac{8\frac{1}{2}}{69\frac{1}{2}}$ | 7300                    | Small village. S. F. G. W. available; T. nil.<br>Cross bridge to l. bank, mile 2 $\frac{1}{2}$ and back to r. bank, mile 6. Fair road. Recross by ford at Rēn, mile 8.   |
| B7                | <b>Vernāg,</b><br><i>RH., E.,<br/>PO., TO.</i>    | 430/6<br>430/2 | $\frac{10\frac{1}{2}}{80}$           | 6100                    | Large village. S. T. F. G. W. available.   |
| C1                | <b>Khalhini,</b><br><i>RH., E.</i>                | 430/12         | 11                                   | 4800                    | See above.<br>As A1 above. Short cut at mile 8, leaves the main road and drops straight down to Doda bridge. This is passable for coolies, but laden ponies must go <i>via</i> Khaleni, an extra 4 miles.  |
| C2                | <b>Doda,</b><br><i>E., PO., Dis-<br/>pensary.</i> | do.            | $\frac{11}{22}$                      | 3731                    | Large village. S. F. G. W. available. T. very limited.<br><br>A long ascent straight up behind the village, but road is well graded and rideable after the first mile through the village.   |

| NUMBER OF STAGES. | NAMES OF STAGES.                    | MAP REFERENCE. | MILES.                               |        | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.  |
|-------------------|-------------------------------------|----------------|--------------------------------------|--------|-------------------------|---|
|                   |                                     |                | INTER.                               | TOTAL. |                         |   |
| C3                | Lal Draman,<br><i>FRH., E.</i>      | 430/12         | $\frac{9}{31}$                       |        | 8380                    | An open marg. F. G. W. available. S. T. scarce.   |
|                   |                                     | 430/8          |                                      |        |                         | Drop down to Gadi N. mile 4; then 4 miles ascent to Nagni. Again drop to Biman N. mile $9\frac{1}{2}$ and rise to Darocha mile 11.  |
| C4                | Manjmi,<br><i>E.</i>                | 430/7          | $\frac{12}{43}$                      |        | 7000                    | E. above road just before small Gujar village. F. G. W. available. S. T. scarce.<br><br>Leave forest road, mile 1; Descend to Desa N. and meet Route B, 1 mile before Gei. Pass Gōrkhan <i>FRH.</i> , mile 5. |
| C5                | Chabun,<br><i>E.</i>                | do.            | $\frac{9}{52}$                       |        | 9600                    | Gujar huts. S. T. nil; F. G. available. As in Route B.  |
| C6                | Brāri,<br><i>E.</i>                 | do.            | $\frac{9}{61}$                       |        | 12000                   | } As in Route B above.  |
| C7                | Hingpur,<br><i>E.</i>               | do.            | $\frac{8\frac{1}{2}}{69\frac{1}{2}}$ |        | 7300                    |   |
| C8                | Vernāg,<br><i>RH., E., PO., TO.</i> | 430/6<br>430/2 | $\frac{10\frac{1}{2}}{80}$           |        | 6100                    |   |

Route 27.—VERNĀG to SRĪNAGAR, *via* ISLĀMĀBĀD—50 miles.

There is also a metalled motor road connection, 4 miles, between Vernāg and Route 25 at a point 4 miles below Upper Munda. The journey by this means is 55 miles.

|                                     |                |    |      |   |
|-------------------------------------|----------------|----|------|---|
| Vernāg,<br><i>RH., E., PO., TO.</i> | 430/6<br>430/2 | .. | 6100 | Large village. S. T. F. G. W. available.<br><br>Country level, open and well cultivated. Cross Sāndran ford, mile $2\frac{1}{2}$ , Bring ford, mile 9, and Arapat ford, mile 14. Since the Arapat bridge was washed away the road is no longer passable for tongas. |
|-------------------------------------|----------------|----|------|---|

| NUMBER OF STAGES. | NAMES OF STAGES.  | MAP REFERENCE.  | MILES.          |       | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|---|-----------------|-----------------|-------|-------------------------|--|
|                   |   |                 | INTER-          | TOTAL |                         |  |
| 1                 | Islāmābād,<br>RH., C., E.,<br>PO., TO.,<br>Hospital, Dis-<br>pensary. | 43O/2           | $\frac{15}{15}$ |       | 5240                    | Town, bazar and headquarters of district. Sulphur springs. S. T. F. G. W. ample. RH. is at Khānabal.<br>Country as above; road good and fit for motors. Pass Khānabal RH., and cross Jhelum bridge, mile 1. Join Jammu-Banihāl motor road half a mile beyond bridge. (See Route 25.) |
| 2                 | Awantipur<br>(Wantipōr),<br>RH., E.,<br>PO.                           | 43O/1<br>43K/13 | $\frac{17}{32}$ |       | 5225                    | See Route 25.  |
| 3                 | Srinagar,<br>Hotel, C., E.,<br>PO., TO.,<br>Hospital,<br>Banks.       | 43J/16          | $\frac{18}{50}$ |       | 5214                    | See Route 15.  |

Route 28. BHADARWĀH to SRĪNĀGAR, *via* KISHTWĀR,

(A) SINTHAN pass and DYUS—146 miles.

(B) MARBAL pass and WĀNGŌM—153 miles.

The route from Kishtwār onwards closes in November and does not reopen until May. At many of the places S. and T. are difficult to obtain, and a *parwana* authorizing the traveller to engage assistance should be previously obtained. The route is generally practicable for pack animals in summer, provided the bridges are intact. Route A is the main road between Srinagar and Kishtwār. When the Sinthan pass road is closed by snow the track leads along the nala bottom. It is difficult on the Sinthan side for laden animals till the road is open.

|   |   |                 |                 |  |      |   |
|---|---|-----------------|-----------------|--|------|---|
|   | Bhadarwāh,<br>RH., C., E.,<br>PO., Dis-<br>pensary. | 43P/9<br>43O/12 | ..              |  | 5400 | See Route 6.<br>Summer road crosses Berot N. by bridge at Dogga, then rises to and follows the Sawār Dhār ridge. Winter road passes Jāi, mile 8, and follows the Jāi Gad. |
| 1 | Jaura,<br>E.  | 43O/16          | $\frac{17}{17}$ |  | 6730 | Village. S. T. F. G. W. available<br>Fair road but steep by Budi, mile $1\frac{1}{2}$ , to Gallū or Chire pass, 7723 feet, mile 3. Steep but fair descent.                |

| NUMBER OF STAGES. | NAMES OF STAGES.                                 | MAP REFERENCE. | INTER-MILES.<br>TOTAL MILES. | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.  |
|-------------------|--|----------------|------------------------------|-------------------------|---|
| 2                 | Jangalwār,<br>FRH., E.                           | 430/16         | $\frac{9}{26}$               | 3860                    | Village. S. T. F. G. W. available. Good road up l. bank Chenāb. Cross Thātri bridge over Kāi N., mile 2, and Kuli Gad bridge, mile 4. RH. at Thātri.  |
| 3a                | Jushāne,<br>E.                                   | do.            | $\frac{9}{35}$               | 4700                    | Small village up hillside. S. T. F. G. W. available. Good road by l. bank Chenāb.   |
|                   | or   |                |                              |                         |   |
| 3b                | Kānini,<br>E.                                    | do.            | $\frac{11}{37}$              | 3400                    | Hamlet. S. T. nil; F. G. W. available. Good road by l. bank Chenāb. Cross Gān N. immediately after Kānini.  |
| 4                 | Kishtwār,<br>RH., C., E.,<br>PO., Hos-<br>pital. | 430/15         | $\frac{11}{48}$              | 5360                    | Small town, fort, bazar and headquarters of district on high plateau above junction of Wardwan and Chenāb rivers. S. T. F. G. W. plentiful.   |
| A4                | Kishtwār,<br>RH., C., E.,<br>PO., Hos-<br>pital. | 340/15         | 48                           | 5360                    | See above. Good road across cultivated plateau; thence steep descent to Chenāb bridge at Phāgpēre, mile $4\frac{1}{2}$ . Thence by l. bank Māru Sudar R. to mile 6. Cross bridge to r. bank, another at mile 8; Thence good pony road by l. bank. |
| A5                | Chātru,<br>FRH., E.                              | 430/11         | $\frac{16}{64}$              | 4820                    | Village. S. T. scarce. F. G. W. available. FRH. is $\frac{1}{4}$ mile above road and 1 mile beyond Chātru. Good road through villages to Tsingam mile 6. Then ascend. Last part of road undulating.   |
| A6                | Sinthan,<br>(Bathalan)<br>FRH., E.               | 430/10         | $\frac{12}{76}$              | 8714                    | No village. S. T. nil. F. G. W. available. Steep ascent to Sinthan pass, 12414 ft., and easy descent on far side.   |
| A7                | Dyus,<br>FRH., E.                                | 430/6          | $\frac{14}{90}$              | 7400                    | Village. S. T. F. G. W. available. FRH. one mile short of village. Through villages to Shutur mile 4, where cross the Naubug N.   |

| NUMBER OF STAGES. | NAMES OF STAGES.                                | MAP REFERENCE.  | INTER-MILES.<br>TOTAL MILES. | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.  |
|-------------------|---|-----------------|------------------------------|-------------------------|---|
| A8                | Achhibal,<br>RH., E.,<br>PO.                    | 430/2           | $\frac{16}{106}$             | 5450                    | Large village. S. T. F. G. W. plentiful.  |
| B4                | Kishtwār,<br>RH., C. E.,<br>PO., Hos-<br>pital. | 430/15          | 48                           | 5360                    | See above.<br>See above A4.   |
| B5                | Mugal<br>Maidān,<br>E.                          | 430/11          | $\frac{11}{59}$              | 3950                    | Hamlet. S. T. nil; F. G. W. plentiful.<br>Recross by bridge to l. bank. Good pony road up l. bank past Chātru, mile 5; recross by bridge to r. bank, mile 7. Cross Naidgām tributary by bridge, mile $8\frac{1}{2}$ , and Singpōr N. by bridge, mile 12. Country well wooded. |
| B6                | Singpōr,<br>E.                                  | 430/11<br>430/7 | $\frac{15}{74}$              | 6680                    | Large hamlet. S. T. scanty; F. G. W. plentiful.<br>Road good up Singpōr N. Steep ascent and descent over Singpōr or Marbal Gali, 11709 feet; road is rough and barely passable for pack animals in summer. Road rougher on north side of pass.                                |
| B7                | Marbal,<br>E.                                   | 430/6           | $\frac{16}{90}$              | 7850                    | Small hamlet. S. T. nil; F. G. W. plentiful.<br>Road very fair down Karbudurun N. and then down Ahlan N. Pass Lōhur, mile 5; cross Ahlan bridge, mile 8.  |
| B8                | Wāngōm,<br>E.                                   | do.             | $\frac{10}{100}$             | 6600                    | Large village. S. T. F. G. W. available.<br>Good road for laden animals down l. bank Bring R. Pass Bidar, mile 3, Sāgam, mile 5. Cross Bring R. ford and bridge.  |
| B9                | Achhibal,<br>RH., E.,<br>PO.                    | 430/2           | $\frac{13}{113}$             | 5450                    | Large village. S. T. F. G. W. plentiful.  |
| 9                 | Achhibal,<br>RH., E.,<br>PO.                    | 430/2           | $\frac{106}{113}$            | 5450                    | See above.<br>Good motor road. Srinagar can be reached by car in a day.   |

| NUMBER OF STAGES. | NAMES OF STAGES.   | MAP REFERENCE.  | INTER-MILES.<br>TOTAL MILES. | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|--|-----------------|------------------------------|-------------------------|--|
| 9a                | <b>Islāmābād,</b><br><i>RH., C., E.,<br/>PO., TO.,<br/>Hospital,<br/>Dispensary.</i> | 43O/2           | 5<br>111/118                 | 5240                    | Town, bazar and headquarters of district. Sulphur springs. S. T. F. G. W. ample. RH. is at Khānabal.<br><br>Road good for motors. Pass Khānabal RH. and cross bridge, mile 1. Join Jammu-Banihāl motor road half a mile beyond bridge. (See Route 25.) |
| 10                | <b>Awantipur,</b><br><b>(Wantipōr),</b><br><i>RH., E.,<br/>PO.</i>                   | 43O/1<br>43K/13 | 17<br>128/135                | 5225                    | See Route 25.  |
| 11                | <b>Srinagar,</b><br><i>Hotel, C., E.,<br/>PO., TO.,<br/>Hospital,<br/>Banks.</i>     | 43J/16          | 18<br>146/153                | 5214                    | See Route 15.  |

## PART II.—SECTION B.—CROSS ROUTES.

## Route 29. MUZAFFARĀBĀD to SRĪNAGAR, via TĪTHWĀL, NASTA CHHUN GĀLI, and SŌPŌR —143 miles.

The first part of this route to Tithwāl has not recently been checked; it is barely practicable for laden animals. The Nasta Chhun Gali is closed from November to February; during this time coolies can often be taken by the Kakua Gali, 9800 feet, instead.

| NUMBER OF STAGES. | NAMES OF STAGES.                                     | MAP REFERENCE. | MILES.          |        | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.  |
|-------------------|--|----------------|-----------------|--------|-------------------------|---|
|                   |  |                | INTER.          | TOTAL. |                         |   |
|                   | <b>Muzaffarābād,</b><br><i>DB., E., PO., TO.</i>     | 43F/7          | ..              |        | 2455                    | See Route 14.<br>Rough and stony road along hill-side of l. bank Kishanganga R.   |
| 1                 | <b>Nūra Sēri,</b><br><i>E.</i>                       | 43F/11         | $\frac{11}{11}$ |        | 3100                    | Small village. T. nil; S. F. G. W. plentiful.<br>Long ascent from Kishanganga R.  |
| 2                 | <b>Dauna,</b><br><i>E.</i>                           | do.            | $\frac{10}{21}$ |        | ..                      | Small village. F. G. W. available.  |
| 3                 | <b>Partar,</b><br><i>E.</i>                          | do.            | $\frac{10}{31}$ |        | ..                      | Small village. F. G. W. available.<br>Road slopes down to Kishanganga valley.   |
| 4                 | <b>Panjikōt,</b><br><i>E.</i>                        | do.            | $\frac{12}{43}$ |        | ..                      | Small village. F. G. W. available.<br>Cross bridge before reaching Tithwāl.   |
| 5                 | <b>Tithwāl,</b><br><i>FRH., E., PO., Dispensary.</i> | 43F/15         | $\frac{6}{49}$  |        | 3500                    | Village and tahsil, small fort. T. limited; S. F. G. W. procurable.<br>Road leads up Kāzināg N. and Batmāji N. From Tithwāl it is passable for laden animals to Sōpōr and is generally good.  |
| 6                 | <b>Tangdhār,</b><br><i>E.</i>                        | do.            | $\frac{8}{57}$  |        | 5980                    | Small fort and village. T. limited; S. F. G. W. procurable.<br>Pass Hājinār, mile 2; thence up Zarla N. and cross Nasta Chhun Gali (pass), 10264 feet, mile 8.<br>Steep descent to Drangiyāri N.  |
| 7                 | <b>Drangiyāri,</b><br><i>E.</i>                      | do.            | $\frac{14}{71}$ |        | 6900                    | Hamlet. F. G. W. procurable.<br>Cross Drangiyāri N. and follow r. bank of Kahmil R. Cross bridge to l. bank, mile 4½. Pass Panzgam, a large village, where S. T. F. G. W. are available, mile 8.<br>Road good throughout this stage; valley wide and opens out to form a fertile plain at end of stage. |

| NUMBER OF STAGES. | NAMES OF STAGES.  | MAP REFERENCE.           | INTER.-MILES.<br>TOTAL MILES. | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.  |
|-------------------|---|--------------------------|-------------------------------|-------------------------|---|
| 8                 | Shūlūr,<br><i>E.</i>  | 43J/3                    | $\frac{11}{82}$               | 5900                    | Village and old fort. S. T. F. G. W. available.<br><br>Road good; recross to r. bank by bridge, mile 1. Cross cultivated plain and several small irrigation channels. Pass Wārapur, mile 6, and cross low hills to Tālar valley. Pass Wadapur, on opposite bank Tālar river, mile 12. Ford latter, mile 13. |
| 9                 | Handawōr,<br><i>E.</i>  | 43J/7                    | $\frac{15}{97}$               | 5230                    | Large village. S. T. F. G. W. available.<br><br>Road good and passable for carts. Cross Pohru bridge, mile 1; thence by l. bank. Pass Siūl, mile 12.  |
| 10                | Sōpōr,<br><i>RH., C., E.,<br/>PO., TO.,<br/>Dispensary.</i>               | 43J/7<br>43J/11<br>43J/8 | $\frac{16}{113}$              | 5230                    | Town, bazar, and headquarters of <i>zilla</i> . S. T. F. G. W. plentiful.<br><br>Good pony road to Būlgām, mile 5, where the main Bārāmūla-Srīnagar road is reached and followed.   |
| 11                | Patan,<br><i>E., PO.</i>  | 43J/12                   | $\frac{13}{126}$              | 5210                    | } See Route 15.   |
| 12                | Srīnagar,<br><i>Hotel, C., E.,<br/>PO., TO.,<br/>Hospital,<br/>Banks.</i> | 43J/16                   | $\frac{17}{143}$              | 5214                    |   |

Route 30. TĪTHWAL to SŌPŌR, *via* TŪTMĀRI GALI—60 miles.

A fair road throughout and passable for pack animals. The Tūtmāri Gali is closed from November to the end of February.

|   |        |    |      |  |
|---|--------|----|------|--|
| Tithwāl,<br><i>FRI., E.,<br/>PO., Dis-<br/>pensary.</i> | 43F/15 | .. | 3500 | See Route 29.<br><br>Fair hill track up the Kūzināg N. Pass Sudpura, mile 6, and Saīd-pura, mile 11. |
|---|--------|----|------|--|

| NUMBER OF STAGES. | NAMES OF STAGES.   | MAP REFERENCE. | INTER.-MILES.<br>TOTAL MILES.        | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|--|----------------|--------------------------------------|-------------------------|--|
| 1                 | <b>Maharāj Gund,</b><br><i>FRH., E.</i>                            | 43F/15         | $\frac{13}{13}$                      | 6250                    | Small village. S. T. limited; F. G. W. procurable.<br><br>Fair pony road to Bani, mile $7\frac{1}{2}$ ; steep but graded ascent to Tūtmāri Gali, 11098 feet, mile 9. Easy descent. |
| 2                 | <b>Huddan,</b><br><i>E.</i>  | 43J/3          | $\frac{13}{26}$                      | 10100                   | Huts. S. T. nil; F. G. W. procurable.<br><br>Fair pony road down Māwar valley. Pass Naugām, mile 12 and Māwar, mile 15.  |
| 3                 | <b>Lāchh,</b><br><i>E.</i>   | 43J/3          | $\frac{16}{42}$                      | 5750                    | Village in open cultivated valley. S. T. F. G. W. procurable.<br><br>Road good. Pass Hāngāh, mile 4. Cross Māwar ferry, mile 5.  |
| 4                 | <b>Laingyat,</b><br><i>FRH., E.,<br/>PO.</i>                       | 43J/7          | $\frac{5\frac{1}{2}}{47\frac{1}{2}}$ | 5250                    | Large village. S. T. F. G. W. available.<br><br>Cross open cultivated valley. Cross Malabāgh ferry over Pohru R, mile 5.   |
| 5                 | <b>Söpör,</b><br><i>RH., C., E.,<br/>PO., TO.,<br/>Dispensary.</i> | do.            | $\frac{12\frac{1}{2}}{60}$           | 5230                    | See Route 29.  |

## Route 31. GULMARG to BĀRAMŪLA—(A) 15 miles.

(B) 17 miles.

A good pony road at all times of the year except near Gulmarg from January to March when it is liable to be blocked by snow.

|   |       |    |      |   |
|---|-------|----|------|---|
| <b>Gulmarg,</b><br><i>Hotel, E.,<br/>PO., TO.</i> | 43J/8 | .. | 9700 | Summer hill station, village, bazar, Residency. S. T. G. available June to Sept.; F. W. plentiful.<br><br>Good pony road through bazar gap descending gradually to Bābamarishi, mile 2. Thence by Nambal N. ravine. |
|---|-------|----|------|---|

| NUMBER OF STAGES. | NAMES OF STAGES.   | MAP REFERENCE. | MILES.      |              | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|--|----------------|-------------|--------------|-------------------------|--|
|                   |  |                | INTER.      | TOTAL        |                         |  |
| 1                 | Kōntur,<br><i>E.</i>   | 43J/8          | 6           | 6            | 5950                    | Small village. S. T. F. G. W. available.<br>Cross Ningal N. bridge and ascend by Tsundus to Faqirbāgh, mile 2½. Hence two equally good roads. (A) <i>via</i> Gohan, mile 4, and graded descent, direct and short. (B) <i>via</i> Hūin, mile 5, to Jhelum valley cart road, mile 7. |
| 2                 | Bārāmūla<br>(Warahmul),<br><i>DB., E., PO., TO., Dispensary.</i> | do.            | (A) 9<br>15 | (B) 11<br>17 | 5200                    | See Route 15.  |

Route 32. SHUPIYĀN to GULMARG, *via* GŪRAVĒT and KHĀG—53 miles.

There are several variations of the route described below. A higher route, avoiding Tsrār Sharif, can be taken *via* Yūs-maidān: this joins that described just before Gūravēt; it is fit for pack animals, but the bridges are not kept up and the rivers may be swollen from the melting snows and in the rains. Diversions in the cultivated ground may also be made, depending on the various villages to be passed. The route described is probably the best and most direct.

|   |   |        |          |      |  |
|---|---|--------|----------|------|--|
|   | Shupiyān,<br><i>RH., C., E., PO., Dispensary.</i> | 43K/14 | ..       | 6720 | Town, bazar, tahsil and headquarters of district. S. T. F. G. W. abundant.<br>Track passable for laden animals across undulating ground along foot of Pir Panjāl range. Cross Rembiāra, Sasāra and Romushi rivers by fords or bridges.   |
| 1 | Tsrār Sharif,<br><i>E.</i>                        | 43K/13 | 14<br>14 | 6500 | Small town, masjid and tomb of Shaikh Nūruddin. S. T. F. G. W. plentiful.<br>Cross Nilnāg N. by bridge at Chodhurgund, mile 3. Pass Brinjan, mile 5, and leave road to Nilnāg and Gōgajipathar here. Cross Dudhganga bridge, mile 8. Road fair; country undulating and well cultivated; cross several irrigation streams by fords. |

| NUMBER OF STAGES. | NAMES OF STAGES.                           | MAP REFERENCE.      | INTER.-MILES.<br>TOTAL MILES. | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.  |
|-------------------|--|---------------------|-------------------------------|-------------------------|---|
| 2                 | Gūravēt,<br><i>E.</i>                      | 43K/9               | $\frac{12}{26}$               | 7200                    | Village. S. T. F. G. W. available.<br><br>Good pony road. Pass Raiyār, mile 4 and cross Sokhnāg bridge, mile 5 ; pass Drang, mile 11, on the Tōsha-maidān route from Pūnch (Route 18). Numerous small streams to be crossed.  |
| 3                 | Khāg,<br><i>E.</i>                         | 43K/9<br><br>43J/12 | $\frac{14}{40}$               | 6400                    | Large village. S. T. F. G. W. available.<br><br>Good pony road branches NW. just south of Khāg. Pass Hūntspur, mile 2½ and ascend Gogaldōr N. south of Poshkar hill. Pass Gogaldōr (FRH.) mile 4. Thence through forest to Ferōzpur and Tangmarg. Easy graded ascent from here. |
| 4                 | Gulmarg,<br><i>Hotel, E.,<br/>PO., TO.</i> | 43J/8               | $\frac{13}{53}$               | 8700                    | See Route 31.   |

## Route 33. BATŌTI to KISHTWĀR—68 miles.

This is part of the main route from Jammu to Kishtwār, the first section to Batōti being described in Route 25. The road A by the left bank of the Chenāb is better than B, by the right, as the side streams are either bridged or generally fordable. On the right bank some of the streams are difficult for ponies and ferries are not often available.

|   |  |        |                 |      |  |
|---|--|--------|-----------------|------|--|
|   | Batōti,<br><i>DB., E.,<br/>PO., TO.,<br/>Dispensary.</i> | 43O/8  | ..              | 5116 | See Routes 25, 26.<br><br>Good pony road by l. bank Chenāb.  |
| 1 | Assar,<br><i>E.</i>                                      | do.    | $\frac{14}{14}$ | 3130 | Small village. S. T. F. G. W. available.<br><br>Road as above, graded and keeping to the contours. |
| 2 | Khalēni,<br><i>RH., E.,<br/>PO.</i>                      | 43O/12 | $\frac{8}{22}$  | 3800 | Small village. S. F. G. W. available ; T. limited ; RH. poor.                                      |

| NUMBER OF STAGES. | NAMES OF STAGES.                                 | MAP REFERENCE. | MILES.   |       | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.  |
|-------------------|--|----------------|----------|-------|-------------------------|---|
|                   |  |                | INTER-   | TOTAL |                         |   |
| A2                | Khaleni,<br>RH., E.,<br>PO.                      | 430/12         | 22       |       | 3800                    | See above.<br>Cultivation in valleys. Ford Bach N. at once and pass Doda suspension bridge, mile 2. Cross Nirū bridge, mile 3. Road good along contour line above l. bank Chenāb. |
| A3                | Bhela,<br>RH., E.                                | do.            | 14<br>36 |       | 4100                    | Small village. S. T. F. G. W. limited. RH. indifferent.<br>Road and country as before but more cultivation.   |
| A4                | Jangalwār,<br>FRH., E.                           | 430/16         | 10<br>46 |       | 3860                    | } See Route 28.   |
| A5                | Kānini,<br>E.                                    | do.            | 11<br>57 |       | 3400                    |   |
| A6                | Kishtwār,<br>RH., C., E.,<br>PO., Hos-<br>pital. | 430/15         | 11<br>68 |       | 5360                    |   |
| B2                | Khaleni,<br>RH., E.,<br>PO.                      | 430/12         | 22       |       | 3800                    | See above.<br>Cross Doda suspension bridge over Chenāb, mile 2. Pass Doda, PO., mile 3. Cross Udlānpur N. by ferry, mile 6, and Gudetar N., mile 14. Road fair throughout.        |
| B3                | Dongru,<br>E.                                    | do.            | 15<br>37 |       | 3700                    | Hamlet. S. limited; T. nil; F. G. W. plentiful.<br>Road fair throughout up cultivated Chenāb valley.  |
| B4                | Barshalō,<br>E.                                  | 430/16         | 10<br>47 |       | 3440                    | Hamlet. S. limited; T. nil; F. G. W. available.<br>Road bad in places; country more wooded. Cross Chenāb bridge, mile 9.  |
| B5                | Kānini,<br>E.                                    | do.            | 10<br>57 |       | 3400                    | } See Route 28.   |
| B6                | Kishtwār,<br>RH., C., E.,<br>PO., Hos-<br>pital. | 430/15         | 11<br>68 |       | 5360                    |   |

Route 34. KISHTWĀR to INSHAN, *via* WARDWAN \* valley—82 miles.

This road has been much improved of late years and is now passable for pack animals throughout. It is however in constant need of repair.

| NUMBER OF STAGES. | NAMES OF STAGES.   | MAP REFERENCE. | INTER.-MILES.<br>TOTAL MILES. | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|--|----------------|-------------------------------|-------------------------|--|
|                   | <b>Kishtwār,</b><br><i>RH., C., E.,<br/>PO., Hos-<br/>pital.</i> | 430/15         | ..                            | 5360                    | See Route 28.<br><br>Good road across undulating cultivated plateau; thence fairly steep descent to Chenāb bridge at Phāgpēre, mile 4½. Cross this and ascend hillside on l. bank Marau R. Road now difficult for pack ponies. |
| 1                 | <b>Palmār,</b><br><i>E.</i>                                      | 430/11         | $\frac{7}{7}$                 | 5500                    | Small village. S. T. very scarce; F. G. W. available.<br><br>Rough track up Marau-Wardwan valley l. bank. Pass Patimahāl, mile 4.  |
| 2                 | <b>Ikhale,</b><br><i>FRH., E.</i>                                | 430/15         | $\frac{13}{20}$               | 5400                    | Huts. S. T. nil; F. G. W. available.<br>Track as before.   |
| 3                 | <b>Sōndar,</b><br><i>E.</i>                                      | do.            | $\frac{14}{34}$               | 6000                    | Huts. S. T. nil; F. G. W. available.<br>Cross Kibar and Nanth bridges, miles 1 and 2, and Marau-Wardwan bridge to r. bank, mile 3. Ascend r. bank. Road fair.  |
| 4                 | <b>Hanzal,</b><br><i>FRH., E.</i>                                | 430/14         | $\frac{15}{49}$               | 6800                    | Huts. S. T. nil; F. G. W. procurable.<br><br>Track fair up r. bank of Marau-Wardwan. Pass Napaz, mile 11. Cross Marau-Wardwan bridge at end of march. Last 6 miles through cultivated country.                                 |
| 5                 | <b>Pētḡām</b><br>or Marau,<br><i>E.</i>                          | 430/10         | $\frac{13}{62}$               | 7100                    | Village. S. T. F. G. W. available.<br><br>Recross to r. bank at Pētḡām and follow this by rough road to mile 6; cross Wardwan R. by bridge here. Thence best road follows l. bank. Side nalas are roughly bridged.             |

\* The Wardwan valley is correctly pronounced by local inhabitants Warwan, and is so spelt on the modern one-inch maps. The more usual spelling is given in these routes.

| NUMBER OF STAGES. | NAMES OF STAGES.            | MAP REFERENCE. | INTER.-MILES.<br>TOTAL MILES. | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.  |
|-------------------|-----------------------------|----------------|-------------------------------|-------------------------|---|
| 6                 | Hājka,<br>E.                | 430/10         | $\frac{11}{73}$               | 7720                    | E. limited. S. T. nil; F. G. W. procurable.<br><br>Fair road by l. bank. Valley confined for first 5 miles, then opens out. |
| 7                 | Inshan,<br>(Wardwan),<br>E. | 430/9          | $\frac{9}{82}$                | 8300                    | Village and capital of Wardwan. S. T. limited; F. G. W. available.  |

## Route 35. ISLĀMĀBĀD to INSHAN (WARDWAN)—

A. via KŪTHĒR, KACHWAN and MARGAN passes—48 miles.

B. via SHĀNGAS, HĀLKAN or HARKĀN and MARGAN passes—48 miles.

Of the three alternative routes from Achhibal to Qasba Naubug, that by Kūthēr and the Kachwan Gali is slightly shorter and better than the other two.

|    |   |       |                 |      |   |
|----|---|-------|-----------------|------|---|
|    | Islāmābād,<br>RH., C., E.,<br>PO., TO.,<br>Hospital,<br>Dispensary. | 430/2 | ..              | 5240 | Town, bazar, and headquarters of district. Sulphur springs. S. T. F. G. W. ample. RH. is at Khānabal.<br><br>The first 6 miles to Achhibal is passable for motors. Thereafter the road is passable for ponies by all three routes to Naubug. Cross Ārapat bridge and valley to Achhibal (RH., PO), mile 6; ascend Kūthēr along l. bank. |
| A1 | Kūthēr,<br>E.   | 430/6 | $\frac{9}{9}$   | 5700 | Village. S. T. F. G. W. available.<br><br>Good pony road by Waldraman N. and Kachwan Gali. Cross head of Wōr N. by Hazrat Sultān and descend Hālan N.   |
| A2 | Qasba Naubug,<br>E.   | do.   | $\frac{14}{23}$ | 7200 | See below.  |
|    | Islāmābād,<br>RH., C., E.,<br>PO., TO.,<br>Hospital,<br>Dispensary. | 430/2 | ..              | 5240 | See above.  |

| NUMBER OF STAGES. | NAMES OF STAGES.                   | MAP REFERENCE.     | MILES.   |       | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.  |
|-------------------|------------------------------------|--------------------|----------|-------|-------------------------|---|
|                   |                                    |                    | INTER.   | TOTAL |                         |   |
| B1                | Shāngas,<br><i>E.</i>              | 430/6              | 11<br>11 |       | 5660                    | Large village. S. T. F. G. W. ample.<br>Cross Khārapur ridge by Hālkān Gali, 8332 feet, mile 8, or Harkān Gali, 7533 feet, mile 6; either road is passable for laden animals.   |
| B2                | Qasba Naubug,<br><i>E.</i>         | do.                | 12<br>23 |       | 7200                    | See below.  |
| 2                 | Qasba Naubug,<br><i>E.</i>         | 430/6              | 23       |       | 7200                    | Village. S. T. available; F. G. W. plentiful.<br>Road fair for laden animals up r. bank of Naubug Nai.  |
| 3                 | Gāoran,<br><i>E.</i>               | 430/6<br><br>430/5 | 9<br>32  |       | 8050                    | Small village on opposite bank of river. S. T. F. G. W. available.<br><br>Road fair but rough in places up r. bank Wangipat or Nāokan N. to Hatniūk Gali or Margan pass, 12110 ft., mile 6. Gradient easy but rocky on both sides, miles 4 to 5 being barely practicable for laden animals. Pass itself nearly level for 2 miles at summit. |
| 4                 | Inshan,<br>(Wardwan),<br><i>E.</i> | 430/9              | 16<br>48 |       | 8300                    | See Route 34.   |

## Route 36. VERNĀG to NAUBUG—19 miles.

⚠ The route described below is a short cut over the hills and is fit for pony transport. It avoids the detour by Achhibal and Route 35.

|   |       |    |      |  |
|---|-------|----|------|--|
| Vernāg,<br><i>RH., E.,<br/>PO., TO.</i> | 430/2 | .. | 6100 | Large village. S. T. F. G. W. available.   |
|   | 430/6 |    |      | Good road passable for laden animals; cross Sāndran ford, mile 1, and Shāhābād valley. Easy ascent to Shihilnāg ridge. Cross Zamalgām Gali, 6888 feet, and Bring valley and bridges. |

| NUMBER OF STAGES. | NAMES OF STAGES.    | MAP REFERENCE. | MILES.         |                | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.  |
|-------------------|---------------------|----------------|----------------|----------------|-------------------------|---|
|                   |                     |                | INTER.         | TOTAL.         |                         |   |
| 1                 | Sōp,<br>E.          | 430/6          | $9\frac{1}{3}$ | $9\frac{1}{3}$ | 6120                    | Large village with old iron mines. S. T. F. G. W. available.<br><br>Fair road up Wōr N. Pass Kihar-pur, mile 3 and Hazrat Sultān ziarat, mile 4. Thence by good road down Hālan N. and up Naubug N., r. bank. |
| 2                 | Qasba Naubug,<br>E. | do.            | $9\frac{1}{2}$ | 19             | 7200                    | Village. S. T. available; F. G. W. plentiful.   |

## PART III.—THE HIMĀLAYA, ZĀSKAR, and LADĀKH RANGES.

## SECTION A.—TO CHILĀS, ASTŌR and GILGIT.

Route 37. ABBOTTĀBĀD to CHILĀS, *via* KĀGĀN and the BĀBUSAR pass  
—165 miles.

This is the shortest and easiest route to Chilās, but permission to travel by the Kāgān valley must be previously obtained from the Deputy Commissioner of Hazāra. It is as a rule under snow from Burāwāi to Bābusar till mid-June, and only practicable for ponies from 1st July to 31st October: Bridges beyond Kāgān are liable to destruction, and difficulties on this account may be met with. The military bungalows at Basal and Gittidas are partially destroyed and uninhabitable. In 1922 they had not been rebuilt. Tents are therefore necessary. Inhabitants are disobliging to the ordinary traveller and a month's notice should be given to the Deputy Commissioner of Hazāra to facilitate the collection of supplies through contractors. Camel transport can be used as far as Bālākot, where mules are almost always available; these should be engaged here for the through journey to Chilās. Supplies should also be taken through from Bālākot. Previous arrangement must be made for fuel at Basal and Gittidas or carried from Burāwāi. Application for permission to use military resthouses should be made to the A. C. R. E. at Abbottābād before starting. Modern one-inch maps are only available as far as Jāba; beyond here half-inch maps are either published or under publication.

| NUMBER OF STAGES. | NAMES OF STAGES.   | MAP REFERENCE. | INTER. MILES. |       | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|--|----------------|---------------|-------|-------------------------|--|
|                   |  |                | INTER.        | TOTAL |                         |  |
|                   | Abbottābād,<br><i>DB., C., E.,<br/>PO., TO.,<br/>Hospital,<br/>Bank.</i> | 43F/4          | ..            |       | 4010                    | See Route 14.  |
| 1                 | Mānsehra,<br><i>DB., MWB.,<br/>C., E., PO.,<br/>TO., Hos-<br/>pital.</i> | 43F/3          | 16            | 16    | 3550                    | Large village and tahsil. S. T. F. G. plentiful; W. from springs.<br><br>Good 2nd class M. T. road, 20 feet wide, to Uttar Shisha, mile 9; all nalas bridged. Then leave main road to Muzaffarābād and take roughly metalled road, 8 feet wide, to left. |
| 2                 | Jāba,<br><i>MWB., E.</i>   | 43F/7          | 13            | 29    | 3575                    | Small village. S. T. on notice; F. G. available; W. plentiful from spring.<br><br>Excellent road fit for camels, 8 feet wide. Cross Dumm Gali, mile 1. Easy descent to Kunhār R., r. bank.   |

| NUMBER OF STAGES. | NAMES OF STAGES.                        | MAP REFERENCE. | MILES.                                |        | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|---|----------------|---------------------------------------|--------|-------------------------|--|
|                   |   |                | INTER.                                | TOTAL. |                         |  |
| 3                 | Bālākot,<br><i>E.</i>                   | 43F/NW         | $\frac{11}{40}$                       |        | 3380                    | <p>Large and important village on r. bank of Kunhār. S. T. on notice; F. G. available; good river and spring W. Transport should be changed to mules.</p> <p>Road as above but fit for mules only. Cross Kunhār to l. bank by iron suspension bridge, also Sangar N. and Ghanul, both bridged.</p> |
| 4                 | Kawāi,<br><i>MWB., E.</i>               | do.            | $\frac{12\frac{1}{2}}{52\frac{1}{2}}$ |        | 4990                    | <p>Small village. S. T. on notice; F. G. abundant; W. plentiful from Kawāi stream. Bridge across river at Pāras.</p> <p>Good 7 ft. mule road, but subject to landslips and in places narrow for loaded animals. Cross Bhunja N. bridge.</p>  |
| 5                 | Manaur<br>(Mandari),<br><i>MWB., E.</i> | 43F/NE         | $\frac{13\frac{1}{2}}{66}$            |        | 5150                    | <p>Village. S. T. scanty and on notice only; F. G. available; river W.</p> <p>Road as above, difficult in places. A bridge spans the river at about mile 9, just below Bhutandes.</p>  |
| 6                 | Kāgān,<br><i>MWB., FRH., E., PO.</i>    | do.            | $\frac{11}{77}$                       |        | 6750                    | <p>Large village. S. T. limited and on notice only; F. G. available; W. from Kunhār. A bridge spans the Kunhār R.</p> <p>Road good. The level grassy slope one mile before Narang liable to mud-avalanches from hill above. A bridge spans the river at Paludar about mile 8.</p>                  |
| 7                 | Narang,<br><i>MWB., E.</i>              | do.            | $\frac{14}{91}$                       |        | 8040                    | <p>Small village. S. T. except from Government contractor nil; G. limited; F. abundant; W. plentiful.</p> <p>Road as above. E. opposite Sahoch mile 5. F.W. Two bridges fit for mules cross the Kunhār R.</p>  |

| NUMBER OF STAGES. | NAMES OF STAGES.                       | MAP REFERENCE.  | INTER. MILES.<br>TOTAL MILES. | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.  |
|-------------------|--|-----------------|-------------------------------|-------------------------|---|
| 8                 | <b>Butta Kundi,</b><br><i>MWB., E.</i> | 43F/NE          | $\frac{10}{101}$              | 8820                    | <p>Small village. S. T. as before; F. G. W. abundant. No further S. procurable till Bābusar. A track leads S. from here over the Thod Gali. (See Route 58).</p> <p>Road as before. Pass Butta Kundi N., (bridged) Dunga Katha, and Burāwāi N. (bridged). E. on sloping ground opposite and little below Bās N., mile 5; W. from nala 200 ft. below. From Burāwāi, tracks lead southwards over the Kālapāni Gali and Ratti Gali passes into Kashmir (see Routes 58, 59). A mule bridge crosses the Kunhār R.</p> |
| 9                 | <b>Burāwāi,</b><br><i>MWB., E.</i>     | do.             | $\frac{9}{110}$               | 9740                    | <p>Small village. T. (mules) sometimes obtainable; F. G. W. abundant. Pasturage excellent in summer, when numerous flocks of sheep and goats graze.</p> <p>Road as before. Good E. at Seri, mile 6½. Cross Kunhār bridge.</p>   |
| 10                | <b>Basal,</b><br><i>MWB., E.</i>       | (43E/SE)<br>43E | $\frac{12}{122}$              | 10770                   | <p>Above tree limit. T. F. nil; G. scanty; W. plentiful. Pasturage excellent in summer. A bania supplies limited stores.</p> <p>Road as before. Pass Lalusar lake. The Gittidas Stage is often omitted and the march to Bābusar made in one day.</p>  |
| 11                | <b>Gittidas,</b><br><i>MWB., E.</i>    | do.             | $\frac{8}{130}$               | 11930                   | <p>No village. S. T. F. nil; G. scanty; W. plentiful.</p> <p>Steep ascent to Bābusar pass, 13685 ft., mile 4. Steep zigzag descent for 8 miles.</p>   |

| NUMBER OF STAGES. | NAMES OF STAGES.        | MAP REFERENCE.  | INTER. MILES.<br>TOTAL MILES. | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|-------------------------|-----------------|-------------------------------|-------------------------|--|
| 12                | Bābusar,<br>RH., E.     | (43I/sw)<br>43I | $\frac{12}{142}$              | 9750                    | Village. Summer headquarters of Assistant Political Agent, Chilās. S. T. scanty; F. G. W. plentiful.<br>Almost continuous cultivation in the valley bottom as far as Thak, a large village, mile 8. Hill-sides well-covered with conifers and holly oak. The Bābusar stream has to be crossed frequently by small cantilever bridges. Below Thak country barren. The Kamakdōri route joins this route by the Niat valley (see Route 40). |
| 13                | Singal,<br>RH., C., E.  | do.             | $\frac{13}{155}$              | 5200                    | Large village. S. T. F. G. available; W. plentiful.<br>Country barren; road good. Cross Botogah bridge.  |
| 14                | Chilās,<br>E., PO., TO. | do.             | $\frac{10}{165}$              | 4150                    | Large village and bazar; cantonment and fort; headquarters of Assistant Political Agent. S. T. F. G. available; W. plentiful from Botogah N.   |

### Route 38. CHILĀS to GILGIT, *via* the INDUS valley—85 miles.

The route described below is the normal one. It is excessively hot and trying during the summer months, but is passable the whole way for pack animals, the side paths being all bridged. During the summer, travellers are recommended to leave Chilās in the very early morning, to spend the heat of the day under the trees in the S. and T. farm about 17 miles from Chilās, and to proceed in the evening to Jalipur, omitting the halt at Būnar Parri. A ferry has been installed at Talliche across the Indus R.,  $1\frac{1}{2}$  miles above RH., by which travellers can reach Būnji, 8 miles distant. This ferry and the one opposite Būnji can only work during the winter and for an hour or two on dead calm days in summer.

The alignment of the road is liable to alteration owing to the friable state of the mountain-side, and the old road from Rakhiūt *via* Leychar has been completely carried away in a score of places, and is now abandoned. Heights are approximate.

At least two routes cross the watershed from the right bank of the Indus in Chilās to Gilgit. These lead by the Kīnijut and Hōdar passes and are closed for a considerable time in winter and spring. The former is the best and could be made comparatively easy for mule transport in summer.

|                         |                 |    |      |   |
|-------------------------|-----------------|----|------|---|
| Chilās,<br>E., PO., TO. | (43I/sw)<br>43I | .. | 4150 | See Route 37.<br>Good pony road by l. bank Indus R. Hillside very barren and stony. |
|-------------------------|-----------------|----|------|---|

| NUMBER OF STAGES. | NAMES OF STAGES.                      | MAP REFERENCE.  | INTER. MILES.<br>TOTAL MILES. | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.  |
|-------------------|---------------------------------------|-----------------|-------------------------------|-------------------------|---|
| 1                 | <b>Būnar Parri,</b><br><i>RH., E.</i> | (43I/sw)<br>43I | $\frac{11}{11}$               | 3715                    | Levy post near bridge over Būnar R. S. & T. post; otherwise S. T. F. G. nil; W. plentiful. Road as above.   |
| 2                 | <b>Jalipur,</b><br><i>RH., E.</i>     | do.             | $\frac{16}{27}$               | ..                      | Levy post; no village. S. and T. post; W. plentiful from spring; F. G. can be arranged by A. P. A. Chilās; otherwise F. G. nil.   |
|                   |                                       | (43I/SE)        |                               |                         | Road as above, following l. bank Indus R. for 10 miles to Rakhīōt suspension bridge; thence along r. bank, cutting into steep cliffs for about 2 miles.   |
| 3                 | <b>Talliche,</b><br><i>RH., E.</i>    | (43I/NÆ)<br>43I | $\frac{19}{46}$               | 4150                    | Small village $\frac{1}{2}$ mile away; S. and T. post; F. G. by previous arrangement with A. P. A. Chilās; otherwise S. T. F. G. nil. W. plentiful. RH. excellent.  |
|                   |                                       |                 |                               |                         | Good road by r. bank Indus R., to Partāb Pul, mile 11. Cross river to r. bank by fine suspension bridge (see Route 41). The old RH. has been dismantled; height 4200 ft. Cross Juma Parri (cliffs); thence along fairly level sandy plain on r. bank of Gilgit R. |
| 4                 | <b>Safēd-parri,</b><br><i>RH., E.</i> | do.             | $\frac{20}{66}$               | 4800                    | S. and T. post from which supplies and fuel can be obtained with previous sanction of authorities. Otherwise S. nil, and T. F. scanty; G. W. available. Heat and sandflies troublesome in summer.   |
|                   |                                       |                 |                               |                         | Cross Safēd-parri cliffs; thence gradual easy rise along r. bank of Gilgit R.   |
| 5                 | <b>Minawar,</b><br><i>E.</i>          | (43I/NW)<br>43I | $\frac{10}{76}$               | 4800                    | Small village. S. T. nil; F. G. W. available. This stage may easily be omitted.   |
|                   |                                       |                 |                               |                         | Gradual rise through open plain; ascend to Jutial barracks, mile 7. Last part of route is lined with willows.   |

| NUMBER OF STAGES. | NAMES OF STAGES.  | MAP REFERENCE.  | MILES. |        | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|---|-----------------|--------|--------|-------------------------|--|
|                   |   |                 | INTER. | TOTAL. |                         |  |
| 6                 | Gilgit,<br>RH., E.,<br>PO., TO.,<br>Dispensary,<br>Telephone. | (43I/NW)<br>43I | 9      | 85     | 4900                    | Cantonment for Kashmir troops. Fort, bazar, Political Agency. Headquarters of province. S. T. F. G. moderate; W. plentiful. Telephone communication with Bunji and villages in Hunza valley. |

**Route 39. SRĪNAGAR to CHILĀS, via the BARAI pass—151½ miles.**

This road was completed in 1922 and is known as the Trāgbal-Chilās Convoy road. It is open from about mid-June to mid-October, but snow lines on the Barai and Fasad passes throughout the year. The route is passable for pack animals in summer. Although the scheme for Rest Houses has been sanctioned (1928) by the Kashmir Government for Zand Dudi Kēl and Mohri, funds have not yet been provided. The positions of these RHs. when built will slightly alter the stages. The alignment of the road is liable to minor changes.

|   |   |        |            |      |   |
|---|---|--------|------------|------|---|
|   | Srinagar,<br>Hotel, C., E.,<br>PO., TO.,<br>Hospital,<br>Banks. | 43J/16 | ..         | 5214 | See Route 15.<br>Down Jhelum R., l. bank. Motor road for 5 miles, thence road, 10 feet wide, passable for all laden animals. Pass Shādipur, mile 11½. Cross Nāru bridge at Shādipur, and Jhelum bridge at Sumbal.   |
| 1 | Sumbal,<br>E., PO.  | 43J/12 | 15½<br>15½ | 5206 | Village and bazar. S. T. F. G. W. available.<br>Down Jhelum R., r. bank. Road skirts west shore of Mānasbal lake and east shore of Wular lake. Pass Safāpur, mile 2, and Ajas, mile 8. Cross Erin bridge, mile 18.  |
| 2 | Bandapur,<br>RH., E.,<br>PO., TO.,<br>Dispensary.               | 43J/11 | 19½<br>35  | 5212 | Large village and bazar. Terminus of Gilgit road. S. T. F. G. W. plentiful. The first two stages 'o here are more economically accomplished by water.<br>Cross Madmatti or Bodkol by bridge at Sonarwān (IB), mile 3. Pass Karālapur, 5700 feet, mile 5. Ascend by sweeping zigzags of 1 in 10 up spur to mile 10, thence by sharper zigzags to Trāgbal. Road 12 feet wide. |

| NUMBER OF STAGES. | NAMES OF STAGES.        | MAP REFERENCE.      | INTER. MILES.<br>TOTAL MILES.         | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.  |
|-------------------|-------------------------|---------------------|---------------------------------------|-------------------------|---|
| 3                 | Trāgbal,<br>RH., C., E. | 43J/11              | $\frac{12}{47}$                       | 9340                    | <p>Stage. S. and T. nil; F. plentiful. G. plentiful after snow has cleared; W. available. Best E. is at Hafkhalanmarg, one mile beyond RH.</p> <p>Steady pull up to about mile 5; then take left hand road; continue along top of ridge. Steep descent. Road now only 6 ft. wide.</p>   |
| 4                 | Zand Dudi,<br>E.        | 43J/10<br><br>43J 6 | $\frac{21}{68}$                       | 9500                    | <p>Stage at head of Zand Dudi N. S. T. nil; F. G. W. available.</p> <p>Fair road down Zand Dudi N. Pass Dudi, mile 9, and Tsüntwār, mile 13; descend Matsil N. to Kishanganga R., mile 21½. Cross bridge here and descend r. bank. Cross Barai bridge at end of stage. This long march may be broken at Dhakki, mile 17.</p>          |
| 5                 | Kēl,<br>E.              | 43J/8               | $\frac{26}{94}$                       | 6900                    | <p>Large village. S. T. F. G. W. available. Coolies or pack animals should be previously engaged here for the through journey to Chilās.</p> <p>Good road up r. bank of Kēl or Barai tributary. Side streams bridged. Good E., mile 6, whence ascend Būndar N. Country more open. Pass Mohri, mile 10. Snow drifts early in year.</p> |
| 6                 | Gujar Domēl,<br>E.      | 43I/8               | $\frac{14}{108}$                      | 10650                   | <p>E. in Būndar N. at foot of Barai Gali. S. T. nil; F. G. W. available.</p> <p>Fair road, steep ascent to Barai Gali, 14189 feet. Fair descent.</p>  |
| 7                 | Barai,<br>RH., E.       | (43I/sw)<br>43I     | $\frac{8\frac{1}{2}}{116\frac{1}{2}}$ | ..                      | <p>Huts. S. T. nil; F. G. scanty; W. available.</p> <p>Steep ascent to Fasat Pass about 15000 feet; thence first steep, then gradual descent to head of Niat N. Road good down Niat N., r. bank. Pine and cedar trees numerous as Niat RH. is approached.</p>   |

| NUMBER OF STAGES. | NAMES OF STAGES.       | MAP REFERENCE.  | MILES.                                |       | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.  |
|-------------------|------------------------|-----------------|---------------------------------------|-------|-------------------------|---|
|                   |                        |                 | INTER.                                | TOTAL |                         |   |
| 8                 | Niat,<br>RH., E.       | (43I/sw)<br>43I | $\frac{16}{132\frac{1}{2}}$           |       | 7520                    | Village. S. T. nil; F. G. W. available.<br>Road as above for 6 miles, then cross bridge to l. bank of Thak N. and back to r. bank at mile 7. Join Abbottābād-Bābusar pass-Chilās road (Route 37). |
| 9                 | Singal,<br>RH., C., E. | do.             | $\frac{9\frac{1}{4}}{141\frac{3}{4}}$ |       | 5200                    | Large village. S. T. F. G. available; W. plentiful. This stage can be omitted.<br><br>Country barren. Road good. Cross bridge to l. bank Thak N. at mile 3, and Botogah bridge at mile 9.         |
| 10                | Chilās,<br>E.,<br>PO.  | do.             | $\frac{10}{151\frac{3}{4}}$           |       | 4150                    | See Route 37.   |

**Route 40. MUZAFFARĀBĀD to CHILĀS, via SHĀRDI and the KAMAK-DŌRI pass—149 miles.**

In places this road is very rough and stony. Pack animals have however been taken through in July and August with difficulty, though advice should be obtained at Shārdi as to the passability of the Kamakdōri. The bridges are not kept in good repair, and it is probable that this route will fall more and more into disuse, since the Bābusar and Barai routes have been so much improved of late years. From Kīran and Doāriān tracks lead west and north to Kāgān valley (see Routes 58, 59).

|   |                                       |        |                |  |      |   |
|---|---------------------------------------|--------|----------------|--|------|---|
|   | Muzaffarābād,<br>DB., E.,<br>PO., TO. | 43F/7  | ..             |  | 2455 | See Route 14.<br>By r. bank Kishanganga R., through patches of cultivation. Last half of road rough and stony.  |
| 1 | Ghōri,<br>E.                          | 43F/11 | $\frac{9}{9}$  |  | 2900 | Large village. S. T. F. G. W. available.<br>Cross bridge over Ghōriwāla Katba. Road fair chiefly through cultivated country. Cross Mandai bridge and pass village of that name, mile 5. |
| 2 | Palla,<br>E.                          | do.    | $\frac{8}{17}$ |  | 3500 | Large village. S. T. F. G. W. available.<br><br>Country as above. Road fair by r. bank Kishanganga.   |

| NUMBER OF STAGES. | NAMES OF STAGES.            | MAP REFERENCE. | INTER. MILES.<br>TOTAL MILES. | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.  |
|-------------------|-----------------------------|----------------|-------------------------------|-------------------------|---|
| 3                 | Balgirān,<br><i>E.</i>      | 43F/11         | $\frac{8}{25}$                | 4000                    | Village. S. T. limited; F. G. W. plentiful.<br><br>Fair road round spurs to Manj Hōtar, mile $1\frac{1}{2}$ , and Kailgirān, mile 3; thence up rocky gorge to Chogali pass, 7950 feet, mile $7\frac{1}{2}$ .                    |
| 4                 | Chogali,<br><i>E.</i>       | 43F/15         | $\frac{8}{33}$                | 7500                    | Hamlet. S. T. nil; F. G. W. available.<br><br>Fair road descends to Kishanganga at Jargi, mile 4, thence up r. bank to Mīrpur bridge, whence rough track leads down l. bank to Tithwāl. At Mīrpur keep to good road by r. bank. |
| 5                 | Jūra,<br><i>E.</i>          | do.            | $\frac{11}{44}$               | 4100                    | Village. S. T. scanty; F. G. W. available.<br><br>Road good by r. bank. Pass Sandōk, mile 3. Cross Jagrān bridge, mile 6.   |
| 6                 | Shāhkōt,<br><i>E.</i>       | 43F/14         | $\frac{10}{54}$               | 4500                    | Small village. S. T. practically nil; F. G. W. available.<br><br>Road fair and generally level, through forest and fields. Pass Lāla, mile 4, where is a bridge over Kishanganga.   |
| 7                 | Kēran,<br><i>FRH., E.</i>   | do.            | $\frac{10}{64}$               | 5000                    | Large village and fort on l. bank Kishanganga. FRH. on l. bank with good spring W.; S. T. F. G. W. available.<br><br>Road rough and stony, partly through fields and forested slopes, up r. bank Kishanganga.                   |
| 8                 | Doāriān,<br><i>FRH., E.</i> | 43J/2          | $\frac{9}{73}$                | 5500                    | Small village. S. T. F. G. available in small quantities; W. plentiful.<br><br>Fair road by either bank Kishanganga, which is bridged both at Doāriān and at Dudhniāl. Side streams bridged.                                    |

| NUMBER OF STAGES. | NAMES OF STAGES.                               | MAP REFERENCE.   | MILES.           |        | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|--|------------------|------------------|--------|-------------------------|--|
|                   |  |                  | INTER.           | TOTAL. |                         |  |
| 9                 | Dudhniāl,<br><i>E.</i>                         | 43J/2            | $\frac{7}{80}$   |        | 6000                    | Hamlet on l. bank Kishanganga. S. T. F. G. limited; W. available.<br><br>Fair road by l. bank, through cultivated and wooded slopes. Pass Kharigām, mile 8.  |
| 10                | Shārdi,<br>(Shārdaji),<br><i>FRH., E., PO.</i> | 43J/1            | $\frac{10}{90}$  |        | 6200                    | Village and fort on l. bank Kishanganga, here bridged. FRH. on l. bank. S. T. F. G. W. available.<br><br>Up Gumōt N., road fair. Cross to l. bank, mile $\frac{1}{2}$ , recross to r., mile $3\frac{1}{2}$ , and back to l., mile $4\frac{1}{2}$ ; bridges at all three places. Thence road good by l. bank. |
| 11                | Sāngām,<br><i>E.</i>                           | do.              | $\frac{11}{101}$ |        | 7300                    | Small village. S. T. nil; F. G. W. plentiful.<br><br>Road good. Cross Gumōt N. at Gumōt, mile 3.   |
| 12                | Hōl Nār<br>(Tarli Hole),<br><i>E.</i>          | do.<br><br>43I/4 | $\frac{10}{111}$ |        | ..                      | Halting place at foot of pass. S. T. nil; F. G. W. plentiful.<br><br>Ascent and descent of Kamakdōri pass, 15068 feet, steep and very difficult for pack animals.  |
| 13                | Niat,<br><i>RH., E.</i>                        | (43I/sw)<br>43I  | $\frac{20}{131}$ |        | 7520                    | Village S. T. nil; F.G.W. available. Route joins that <i>viā</i> the Barai pass above Niat (Route 39).<br><br>Road fair down Niat N. r. bank for 8 miles, then cross bridge to l. bank of Thak N. Join Abbottābād-Bābusar pass-Chilās road (Route 37)  |
| 14                | Singal,<br><i>RH., C., E.</i>                  | do.              | $\frac{8}{139}$  |        | 5200                    | Large village. S. T. F. G. available; W. plentiful.<br><br>Country barren. Road good. Cross Botogah bridge.  |
| 15                | Chilās,<br><i>E., PO., TO.</i>                 | do.              | $\frac{10}{149}$ |        | 4150                    | See Route 37.  |

Route 41. SRĪNAGAR to GILGIT, *via* BANDAPUR, GURAI, and the BURZIL pass—228 miles.

This route is known as the Gilgit road. Bandapur is more economically reached with river transport across the Wular lake. In winter and spring the Burzil pass is closed to pack transport. Coolies must then be employed between the Gurais and Godhai stages and previous notice should be given regarding requirements. The road is kept in good repair, but until mid-May much of it is under snow.

In March and April, heavy snow falls on the Burzil pass and avalanches are frequent in this neighbourhood in the spring. At this time of year the pass should be invariably crossed at night.

Mileages, particularly from Astōr to Būnji, are liable to variation annually owing to slips and realignments. Two suspension bridges now exist at Ramghat over the Astōr R., one about 400 yards above the other.

From Astōr to Gilgit, the journey is excessively hot in summer. In the cold weather a ferry above Būnji to the road on the right bank of the Indus, saves 3 miles of the march to Safēd-parri.

Supplies are very limited in Astōr, and without written authority practically none are obtainable.

Modern one-inch maps are only available as far as the Burzil pass. Beyond that point the quarter-inch sheets are the best available.

| NUMBER OF STAGES. | NAMES OF STAGES.   | MAP REFERENCE. | MILES.                 |                        | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|--|----------------|------------------------|------------------------|-------------------------|--|
|                   |  |                | INTER.                 | TOTAL.                 |                         |  |
|                   | <b>Srinagar,</b><br><i>Hotel, C., E.,<br/>PO., TO.,<br/>Hospital,<br/>Banks.</i> | 43J/16         | ..                     |                        | 5214                    | See Routes 15 and 39.  |
| 1                 | <b>Sumbal,</b><br><i>E., PO.</i>   | 43J/12         | $\frac{15\frac{1}{2}}$ | $\frac{15\frac{1}{2}}$ | 5206                    | } See Route 39.  |
| 2                 | <b>Bandapur,</b><br><i>RH., E.,<br/>PO., TO.,<br/>Dispensary.</i>                | 43J/11         | $\frac{19\frac{1}{2}}$ | $\frac{35}{35}$        | 5212                    |  |
| 3                 | <b>Trāgbal,</b><br><i>RH., C., E.</i>  | do.            | $\frac{12}{47}$        |                        | 9340                    |  |
|                   |  |                |                        |                        |                         | S. & T. nil; F. plentiful; G. plentiful after snow has cleared; W. available. Best F. is at Hafkhalanmarg, one mile beyond R.H.<br>Steady pull up by zigzags to Rāz-dhāinangan pass, 11536 feet, mile 6 $\frac{1}{2}$ . Shelter hut at summit, Pass Safēd Pat̄har, mile 8, where is another shelter hut. Thence road zigzags down past Charpathar, Jat̄kūsu and Gorai, mile 12 $\frac{1}{2}$ . |

| NUMBER OF STAGES. | NAMES OF STAGES.                                 | MAP REFERENCE. | MILES.          |       | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.  |
|-------------------|--|----------------|-----------------|-------|-------------------------|---|
|                   |  |                | INTER.          | TOTAL |                         |   |
| 4                 | Koragbal,<br><i>RH., E.</i>                      | 43J/10         | $\frac{15}{62}$ |       | 8400                    | Small hamlet occupied in summer. S. T. scanty; F. G. plentiful; river W.<br><br>Down Gorai valley. Road good.   |
| 4a                | Kanzalwan,<br><i>E.</i>                          | do.            | $\frac{3}{65}$  |       | 7700                    | Village on Kishanganga. S. available; T. scanty; F. G. W. plentiful. This stage is sometimes used in place of Koragbal. Routes to Kēl and Shardi branch off here. (See notes at head of Route 43.)<br><br>Cross tributary by new bridge built 1916. Cross to r. bank Kishanganga and back to l. bank, mile $3\frac{1}{2}$ or mile 8; cantilever timber bridges at both crossings. Road is good on both banks from mile $3\frac{1}{2}$ . |
| 5                 | Gurais,<br><i>RH., E., PO., TO., Dispensary.</i> | 43J/14         | $\frac{10}{75}$ |       | 7940                    | Large village, fort and tahsil. Fort situated between two villages, Dāwar and Markūt, with bazar. S.T.F.G.W. plentiful. S. & T. depôt at Chorwan 4 miles from Gurais.<br><br>Road ascends gradually up Burzil valley. Cross Kishanganga and Burzil river twice by timber cantilever bridges, at miles 4 and $5\frac{1}{2}$ . At mile $10\frac{1}{2}$ pass Kamri hamlet and diversion for route by Kamri pass (Route 42).                |
| 6                 | Peshwāri,<br><i>RH., E.</i>                      | 43N/1          | $\frac{14}{89}$ |       | 9000                    | Hamlet. S. T. nil; F. W. available; G. in summer.<br><br>Road continues with an easy gradient up open valley. Cross Rathak bridge mile 5. Pass Minimarg, PO., TO., 9350 feet, mile 6. Avalanches are dangerous along this march in April.   |

| NUMBER OF STAGES. | NAMES OF STAGES.  | MAP REFERENCE.  | INTER. MILES.<br>TOTAL MILES. | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|---|-----------------|-------------------------------|-------------------------|--|
| 7                 | Burzil Chauki,<br>RH., E.                                       | 43N/1           | $\frac{11}{100}$              | 11150                   | Stage S. T. nil; F. W. available; G. in summer. Route <i>viâ</i> Deosai plains to Skārdu diverges here (Route 45).<br><br>Cross Burzil bridge and pass, height 13775 feet, mile 6. At summit a well built shelter hut, and at Sirdarkoti, mile 10, a two-roomed RH., and dāk hut. Descend Burzil valley.   |
| 8                 | Chillam,<br>RH., E., PO.  | 43 M            | $\frac{17}{117}$              | ..                      | Stage S. T. nil, except from summer S. & T. depôt with permission; F. W. available; G. in summer. Small P O. in summer.<br><br>Cross Das bridge, mile $4\frac{1}{2}$ . Pass Khirim, mile 8.  |
| 9                 | Godhai,<br>RH., E.  | (43I/sæ)<br>43I | $\frac{16}{133}$              | 9100                    | Small village. S. T. scanty; F. G. W. available. From here a route goes by the Alampi La to Skārdu (Route 46).<br><br>Road rises and falls over several spurs. Cross bridge to l. bank and back to r. bank, mile 8. Pass Gurikot, mile 11, and cross Astôr R. here by steel cable suspension bridge (IB).  |
| 10                | Astôr.<br>(Hasôra),<br>RH., JB. E.,<br>PO., TO.,<br>Dispensary. | do.             | $\frac{17}{150}$              | 7200                    | Village, fort, bazar, residence of local raja. S. nil, except from military depôt, with permission and by previous arrangement; T. (ponies) and G. procurable; F. W. plentiful.<br><br>Country arid and barren. Road easy for laden animals descending gradually to Astôr R at Turpi and Harcho, mile 11. Cross Harcho bridge, and another 2 miles beyond. |
| 11                | Dashkin,<br>RH., C., E.   | do.             | $\frac{14}{164}$              | ..                      | Village S. T. as above; F. W. available; G. in summer only.<br><br>Road along Hillside above river through Mushkin pine-forest mile 4. Steep descent to Doyan.   |

| NUMBER OF STAGES. | NAMES OF STAGES.  | MAP REFERENCE.  | INTER. MILES.<br>TOTAL MILES. | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.  |
|-------------------|---|-----------------|-------------------------------|-------------------------|---|
| 12                | <b>Doyan,</b><br><i>RH., C., E.</i>   | (43I/NE)<br>43I | $\frac{11}{175}$              | 7800                    | Village S. T. nil; F. W. available; G. scanty. S. & T. subdepôt in summer. Supplies may be had by previous sanction of I.A.S.C. authorities.<br><br>Zigzag ascent to Hatu Pir spur; descent by long zigzags down shaly slopes to Astôr suspension bridge at Râmghât. March extremely trying in summer. Pedestrians can avoid 3 miles of descent by short cuts.              |
| 12 <sup>a</sup>   | <b>Râmghât</b> or<br><b>Shaitân Nara.</b>                                   | do.             | $\frac{11}{186}$              | 4130                    | Guard house. S. T. nil; F. G. scanty; W. plentiful. Travelers are advised to go through to Bünji.<br><br>Road good over stony waste by l. bank Indus valey. Radiation and sun's heat fierce in June and July.   |
| 13                | <b>Bünji,</b><br><i>RH., E., PO., TO., Dispensary, Telephone to Gilgit.</i> | do.             | $\frac{7}{193}$               | 4650                    | Village, fort, bazar. S. T. F. scanty; G. W. available. Seasonal ferry. (See notes at head of Route 38). S. & T. depôt supplies by previous sanction of I. A. S. C. authorities.<br><br>By l. bank Indus valley over undulating stony waste. Cross Indus by suspension bridge, 327 ft. span, Partâb Pul, 4,200 ft. (See Route 38). Gentle ascent up Gilgit valley, r. bank. |
| 14                | <b>Safêd-parri,</b><br><i>RH., E.</i>                                       | do.             | $\frac{17}{210}$              | 4800                    | } See Route 38.   |
| 15                | <b>Minawar,</b><br><i>E.</i>  | (43I/NW)<br>43I | $\frac{9}{219}$               | 4800                    |   |
| 16                | <b>Gilgit,</b><br><i>RH., E., PO., TO., Dispensary, Telephone.</i>          | do.             | $\frac{9}{228}$               | 4900                    |   |

Route 42. GURAI S to ASTÖR, *via* the KAMRI pass—75 miles.

The Kamri pass route is an alternative to the Burzil one described in Route 41, and is often used by traders on their return journey to Kashmir from Gilgit, as there is better grazing and more fuel along it. There is a cross route from Chēchri Kadal, stage 8 of this route, to the northern foot of the Burzil pass, on Route 41; this is passable for pack animals after July. From stage 8 onwards only the old  $\frac{1}{4}$ -inch reconnaissance maps are available at present.

| NUMBER OF STAGES. | NAMES OF STAGES.   | MAP REFERENCE.  | INTER. MILES.<br>↑<br>TOTAL MILES.    | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|--|-----------------|---------------------------------------|-------------------------|--|
|                   | <b>Gurais,</b><br><i>RH., E., PO., TO., Dispensary.</i>              | 43J/14          | ..                                    | 7940                    | See Route 41.<br><br>By Burzil road (Route 41) to mile $10\frac{1}{2}$ , whence steady zigzag ascent leads to Kamri RH. Hamlet is at mile 11.  |
| 1                 | <b>Kamri,</b><br><i>RH., E.</i>                                      | do.             | $\frac{13\frac{1}{2}}{13\frac{1}{2}}$ | 10500                   | RH. good. S. T. nil; F. G. W. available.<br><br>Ascent by well-graded road to Kamri pass, 13,368 feet, mile 6. Road very slippery and muddy after rain and during early thaws. Descent by graded road for 800 ft., muddy at times.   |
| 2                 | <b>Kālapāni,</b><br><i>RH., E.</i>                                   | 43J/13          | $\frac{15\frac{1}{2}}{29}$            | 10850                   | RH. good. S. T. nil; F. G. W. plentiful.<br><br>Down Kamri valley, r. bank.  |
| 3                 | <b>Chēchri Kadal,</b><br>or<br><b>Shankargarh,</b><br><i>RH., E.</i> | do.             | $\frac{10}{39}$                       | 9800                    | Shelter bad. S. T. nil; F. G. W. plentiful.<br><br>Valley more open, undulating and grassy. Descent gradual.   |
| 4                 | <b>Rattu,</b><br><i>RH., E., PO., (summer).</i>                      | (43I/SE)<br>43I | $\frac{15}{54}$                       | 9100                    | Small village. S. T. scanty; F. G. W. procurable. Shōnthar pass route joins here. (See Route 44). S. and T. sub-depôt in summer.<br><br>Road easy with some good views of Nanga Parbat. Pass Chogam, mile $4\frac{1}{2}$ and cross Rattu N at m. 7 to r. bank and back to l. bank by Rūpal bridge just below Rattu-Rūpal junction, mile $7\frac{1}{2}$ . Pass Gurikot, mile 14, and join Gilgit road, Route 41, one mile beyond. |

| NUMBER OF STAGES. | NAMES OF STAGES.  | MAP REFERENCE.  | INTER. MILES.   | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.                      |
|-------------------|---|-----------------|-----------------|-------------------------|---|
|                   |   |                 | TOTAL MILES.    |                         |   |
| 5                 | Gurikot,<br><i>IB., E.</i>  | (43I/SE)<br>431 | $\frac{15}{69}$ | 7650                    | Village. S. T. very scanty; F. G. W. procurable.<br>See Route 41. |
| 6                 | Astör<br>(Hasōra).,<br><i>RH., IB., E.,<br/>PO., TO.,<br/>Dispensary.</i> | do.             | $\frac{6}{75}$  | 7200                    | See Route 41.   |

**Route 43. KANZALWAN to ASTÖR, via GAGAI pass—77 miles.**

The route described below is only a Gujar track; the Gagai pass itself is easy for coolie transport in summer. The alignment has been inadvertently omitted from the new one-inch maps. There are two other shepherd tracks from the Kishanganga to Rattu and Astör. Both leave the Kishanganga at Folowai, (43 J/9), a small hamlet some 12 miles by a difficult track downstream of Tāōbat. The first crosses the Ratti Gali, 14090 feet, 17 miles from Folowai and descends the Sakmal N., a tributary of the Kālapāni. The second leads by the Sarewāla Gali, 14083 feet, 18 miles from Folowai, to the Dōbin N., joining Route 44 at Duman. Both are shown on the modern maps. The Kishanganga valley between Tāōbat and Folowai is confined and difficult.

None of these three passes are open till the last half of June.

|   |                          |        |                 |       |  |
|---|--------------------------|--------|-----------------|-------|--|
|   | Kanzalwan,<br><i>E.</i>  | 43J/10 | ..              | 7700  | See Route 41.<br>Fair track for ponies down l. bank Kishanganga. Pass Baetör, mile 3, and cross Kishanganga bridge, mile 8.  |
| 1 | Tāōbat,<br><i>E.</i>     | do.    | $\frac{9}{9}$   | 7500  | Small hamlet at mouth of Gagai; N. S. T. nil; F. G. W. plentiful.<br>Path fit for coolie transport only, up Gagai N., Chhatri N. and Chhota Gagai. Going is difficult in places. |
| 2 | Gagai Camp,<br><i>E.</i> | 43J/9  | $\frac{10}{19}$ | 10000 | No huts. S. T. nil; F. G. W. plentiful.<br>Stiff ascent to Gagai pass, 13950 feet; steep and rugged descent to Reāt N.   |
| 3 | Reāt Camp,<br><i>E.</i>  | 43J/13 | $\frac{10}{29}$ | 11500 | S. T. nil; F. G. W. plentiful.<br>Track as before, to Kamri or Kālapāni river. Cross this and join Kamri route to Astör (Route 42).  |

| NUMBER OF STAGES. | NAMES OF STAGES.   | MAP REFERENCE.  | MILES.   |       | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE. |
|-------------------|--|-----------------|----------|-------|-------------------------|--|
|                   |  |                 | INTER.   | TOTAL |                         |  |
| 4                 | <b>Chêchri</b><br>Kadal, or<br>Shankargarh<br>RH., E.                  | 43J/13          | 11<br>40 |       | 9800                    | } See Route 42.                              |
| 5                 | <b>Rattu,</b><br>RH., E., PO.  | (43I/SE)<br>43I | 16<br>56 |       | 9100                    |  |
| 6                 | <b>Gurikot,</b><br>IB., E.   | do.             | 15<br>71 |       | 7650                    |  |
| 7                 | <b>Astör</b><br>(Hasōra),<br>RH., IB., E.,<br>PO., TO.,<br>Dispensary. | do.             | 6<br>77  |       | 7200                    | See Route 41.                                |

## Route 44. SÖPÖR to ASTÖR,

via **A. SHÄRDI, SHÖNTHAR GALI,—149 miles.**

**B. TSÜNTWÄR, SHÖNTHAR GALI,—136 miles.**

Two routes between Söpör and Astör are given below; neither is passable for pack animals throughout, and the first is only fit for coolie transport between the Loläb and Shärdi. There is another good road from Lälöpör, in the Loläb, by Kuligäm, Batnär, and the Nao Gali, 10867 ft., to Matsil, and thence to Tsüntwär, stage B5.

From near Utli Domël, a difficult foot-track leads to Chittak Katha or Hāri Parbat Sar, crosses the Chandbili Gali, 43J/9, 15227 ft., and descending a glacier tributary of the Mir Malik valley, joins the Shönthar Gali route at the foot of the Shönthar pass. Previous arrangements must be made for the collection of coolies at Käl. They should be taken through from this village to Astör, as no more are available.

|   |   |       |          |      |  |
|---|---|-------|----------|------|--|
| 1 | <b>Söpör,</b><br>RH., C., E.,<br>PO., TO.,<br>Dispensary. | 43J/7 | ..       | 5230 | See Route 29.<br><br>Good road passable for laden animals.   |
|   | <b>Harwan,</b><br>FRH., E.                                | do.   | 12<br>12 | 5450 | Village. S. T. after notice; F. G. plentiful; spring W.<br><br>Easy ascent and descent by forest road over Bälkul Gali, 7950 ft. Pass Tekipur, mile 7. |

| NUMBER OF STAGES. | NAMES OF STAGES.                              | MAP REFERENCE. | MILES.          |        | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|---|----------------|-----------------|--------|-------------------------|--|
|                   |   |                | INTER.          | TOTAL. |                         |  |
| 2                 | Lälpör,<br><i>C., E., PO.</i>                 | 43J/7          | $\frac{10}{22}$ |        | 5750                    | Small town, chief place of Loläb; bazar and tahsil. S. T. F. G. plentiful; excellent spring W.<br><br>Good road down Loläb valley to Khumbriäl, mile 8. Cross Kälärüch bridge and ascend r. bank of this stream through open valley.   |
| 3                 | Thaiyan,<br><i>E.</i>                         | 43J/6          | $\frac{13}{35}$ |        | 5800                    | Village. S. T. limited; F. G. W. plentiful.  |
| A3                | Thaiyan,<br><i>E.</i>                         | 43J/6          | 35              |        | 5800                    | As above.<br>Cross bridge to l. bank and ascend valley northwards. Pass Muhri, mile 5.   |
| A4                | Köthi,<br><i>E.</i>                           | do.            | $\frac{7}{42}$  |        | 7650                    | Hamlet. S. T. nil; F. G. W. plentiful.<br><br>Steep but easy crossing of Sönapind Gali, 10763 feet, mile 3. Fair road down Sönapind N.   |
| A5                | Rattapāni,<br><i>E.</i>                       | 43J/5          | $\frac{11}{53}$ |        | 7800                    | Hamlet. S. T. nil; F. G. W. plentiful.<br><br>Rough track up Sangar Seri N., impassable to pack animals. Steep rocky ascent to Katsil Gali, 11021 feet, mile 4, and rough footpath descending wooded slopes high above Chör N.   |
| A6                | Shārdi<br>(Shārdaji),<br><i>FRH., E., PO.</i> | 43J/1          | $\frac{10}{63}$ |        | 6200                    | Village and fort on l. bank of Kishanganga. FRH. is on l. bank. S. T. F. G. W. available.<br><br>Cross bridges over Kishanganga and Gumöt N. Good road for pack animals up r. bank Kishanganga to mile 8; then cross by bridge to l. bank. Cross bridges over Sinjili N., and Kishanganga at Shēkh Bēla, mile 10. Thence fair road by r. bank Kishanganga. |
| A7                | Käl,<br><i>E.</i>                             | 43J/5          | $\frac{15}{78}$ |        | 6900                    | See below.   |

| NUMBER OF STAGES. | NAMES OF STAGES.                | MAP REFERENCE. | MILES. |         | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|---------------------------------|----------------|--------|---------|-------------------------|--|
|                   |                                 |                | INTER. | TOTAL.  |                         |  |
| B3                | <b>Thaiyan,</b><br><i>E.</i>    | 43J/6          | 35     |         | 5800                    | See above.<br><br>Fair road north-eastwards up Sarikül N. Pass Sarikül vil-<br>lage, mile 3. Thereafter road<br>rough in places but passable for<br>pack animals.  |
| B4                | <b>Ūragari,</b><br><i>E.</i>    | do.            | 6      | 41      | 7800                    | Hamlet. S. T. nil; F. G. W.<br>available.<br><br>Easy crossing of Ūragari Gali,<br>10319 feet, mile 2. Fair track<br>down Seidōri N.   |
| B5                | <b>Tsüntwār,</b><br><i>E.</i>   | do.            | 10     | 51      | 7450                    | Hamlet $\frac{1}{2}$ mile up Matsil valley.<br>S. T. nil; F. G. W. available.<br>Join Route 39.<br><br>Descend Matsil N. to Kishanganga<br>R., mile 9. Cross bridge to r.<br>bank and follow down river.   |
| B6                | <b>Kāl,</b><br><i>E.</i>        | 43J/5          | 14     | 65      | 6900                    | See below.   |
| $\frac{A7}{B6}$   | <b>Kāl,</b><br><i>E.</i>        | 43J/5          | 78/65  |         | 6900                    | Large village. S. T. F. G. W.<br>available.<br><br>Good road up r. bank of Kāl or<br>Barai tributary. Side streams<br>bridged. At mile 8 leave Route<br>39 and ascend Shōnthar N., r.<br>bank.   |
| $\frac{A8}{B7}$   | <b>Utli Domēl,</b><br><i>E.</i> | do.            | 17     | 95/82   | 9600                    | Hamlet. S. T. nil; F. G. W.<br>available.<br><br>Fair track at first, then very<br>rough and only fit for lightly<br>laden coolies. Stiff climb up<br>glacier at head of Galiwāla N.<br>to Shōnthar Gali, 14973 feet,<br>mile 10. Easy descent on east<br>side to Chandbili N. |
| $\frac{A9}{B8}$   | <b>Duman,</b><br><i>E.</i>      | 43J/9          | 18     | 113/100 | 10350                   | Junction with Dōbin ravine. S. T.<br>nil; F. G. W. plentiful.<br><br>Fair road down Mīr Malik valley.  |

| NUMBER OF STAGES. | NAMES OF STAGES.   | MAP REFERENCE.  | INTER. MILES.<br>TOTAL MILES. | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.     |
|-------------------|--|-----------------|-------------------------------|-------------------------|--|
| A10<br>B9         | <b>Rattu,</b><br><i>RH., E., PO.</i>   | (43I/SE)<br>43I | 15<br>128/115                 | 9100                    | Join Kamri pass road, see Route 42.              |
| A11<br>B10        | <b>Gurikot,</b><br><i>IB., E.</i>  | do.             | 15<br>143/130                 | 7650                    | Village. S. T. very scanty; F. G. W. procurable. |
| A12<br>B11        | <b>Astör</b><br><i>(Hasöra),<br/>RH., IB.,<br/>E., PO.,<br/>TO., Dis-<br/>pensary.</i> | do.             | 6<br>149/136                  | 7200                    | See Route 41.                                    |

PART III.—SECTION B.—TO SKĀRDU.

Route 45. GURAI S TO SKĀRDU, *via* the DEOSAI—80 miles.

The route given below is passable for laden animals from mid-July to mid-September; but the grazing is none too good, bitter winds sweep over the bleak plateau, and fuel, as well as supplies, has to be carried. Occasional juniper fuel alone is found.

At Chumda-kut, mile 21, tracks lead west over an easy pass to Das village on the Gilgit road, and east down the Shigar to Kargil (see Route 61).

At about mile 52, two routes diverge on the Deosai, *viz.*, to Shigar, 42 miles, and to Parkutta on the Indus, 39 miles. The former crosses the Bari La and the latter the often difficult Katicho La, 15,053 ft. Neither of these is passable for pack animals.

At about mile 58, a track leads away north-westwards, crosses the Dari La, and follows the Dari Lumba stream to Shigarthang, whence Katarah in the Indus valley is reached. (See Route 46).

Modern one-inch maps extend only to the Kishanganga-Indus watershed. The best available map of the Deosai is still the old quarter-inch reconnaissance. Distances and heights given below are approximate.

| NUMBER OF STAGES. | NAMES OF STAGES.   | MAP REFERENCE. | MILES. |        | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|--|----------------|--------|--------|-------------------------|--|
|                   |  |                | INTER. | TOTAL. |                         |  |
| 1                 | Gurais,<br><i>RH., E.,<br/>PO., TO.,<br/>Dispensary.</i> | 43J/14         | ..     |        | 7940                    | } See Route 41.  |
|                   |  | 43J/13         |        |        |                         |  |
|                   | Peshwāri,<br><i>RH., E.</i>                              | 43N/1          | 14     | 14     | 9000                    |  |
| 2                 | Burzil<br>Chauki,<br><i>RH., E.</i>                      | do.            | 11     | 25     | 11150                   | } Steep ascent up nala to Mir Panzil or Stakpita pass, mile 3½, 13042 ft. Gentle descent to grassy head (Chhota Deosai) of Shingo R. Easy ascent to Sarsangi pass, 13860 ft., mile 8. Pass Sarsangi, mile 9, on Deosai plains. |
| 3                 | Sikhabach,<br><i>E.</i>                                  | 43N            | 15     | 40     | 13160                   |  |
|                   |  |                |        |        |                         | S. T. F. nil; G. in summer; W. plentiful. Fine views of Nanga Parbat and Karakoram Peaks from points above lakes.  |
|                   |  |                |        |        |                         | Pass Jerbarcho lakes, mile 3. Ford Kinawai stream at Chumda-kut, mile 6½; stone shelters. Ford Barwai N, mile 10.  |

| NUMBER OF STAGES. | NAMES OF STAGES.                           | MAP REFERENCE. | MILES.   |       | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|--|----------------|----------|-------|-------------------------|--|
|                   |  |                | INTER.   | TOTAL |                         |  |
| 4                 | Wozul Āb or Lālpāui, E.                    | 43M            | 10<br>50 |       | 12500                   | S. T. F. nil; G. in summer; W. plentiful.<br>Ford Wozul Āb at starting and the Pialung stream, mile 2½. Pass Ali Malik Mar 13400 feet, mile 8.   |
| 5                 | Usar Mar, E.                               | do.            | 12<br>62 |       | 13970                   | S. T. F. nil; G. in summer; W. plentiful.<br>Track stony and rough for ponies; loads must be stripped and carried by hand in bad places. Steep zigzag ascent to Burji La 15800 feet. Hence road improves. At Karpito, mile 16, reach Skārdū plain. Ford Satpur stream. |
| 6                 | Skārdū, RH., C., E., PO., TO., Dispensary. | do.            | 18<br>80 |       | 7700                    | Town. fort. bazar, thana, capital of Baltistān and headquarters of Wazir. Residence of local raja. Several E., but none very good. A limited amount of English stores are available (white flour, tinned provisions etc.) S. T. F. G. W. abundant.                     |

### Route 46. GODHAI to SKĀRDU, *via* ALAMPI LA—77 miles.

This route is sometimes more suitable than the Deosai route (No. 45), before the snow melts on the latter, the pass being open somewhat earlier than the Burji La. It is only practicable for coolie transport, though pack animals lightly laden have been taken through with great difficulty.

About mile 13 a very rough track continues up the valley south-eastwards and crosses a high pass to the Deosai. At Thlashing Spang, stage 3, a direct route joins from Astōr, (see Route 47) and at Shigarthang, mile 38, a route leads to the Deosai *via* the Dari La. Stage 4 can be omitted when going from Godhai to Skārdū, but not *vice versa*. Supplies and transport must be taken for the through journey on all these routes. The old quarter-inch reconnaissance is the only map available. Distances and heights are approximate. Coolies take about 10 hours to cover each stage.

|  |                 |     |    |  |      |  |
|--|-----------------|-----|----|--|------|--|
|  | Godhai, RH., E. | 43I | .. |  | 9100 | Stage 9 of the Gilgit Road. (Route 41).<br>Rough steep track up Ditchil nala, and over shoulder to grassy side valley. Riding ponies may be taken but must be led in places. |
|--|-----------------|-----|----|--|------|--|

| NUMBER OF STAGES. | NAMES OF STAGES.   | MAP REFERENCE. | MILES.          |        | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.  |
|-------------------|--|----------------|-----------------|--------|-------------------------|---|
|                   |  |                | INTER.          | TOTAL. |                         |   |
| 1                 | Bubind,<br><i>E.</i>   | 43M            | $\frac{11}{11}$ |        | ..                      | Village. S. T. nil; F. G. W. available.<br><br>Main track at mile 2 turns up side valley for some 5 miles, over rough and stony ground.   |
| 2                 | Alampi La,<br><i>E.</i>                                      | do.            | $\frac{10}{21}$ |        | 13000                   | Camp at western foot of Alampi La in an amphitheatre closed by snow ridges. S. T. F. G. nil; W. available.<br><br>Ascent and descent of pass very steep and rocky when snow has cleared. When snow-covered a zigzag course has to be stamped, with a fine glissade on the downward slope. Track in valley below is rocky. |
| 3                 | Thlashing Spang,<br><i>E.</i>                                | do.            | $\frac{12}{33}$ |        | 13000                   | Shepherd's huts, often uninhabited. S. T. G. nil; F. W. available.<br><br>Gradual descent by Shigarthang valley. Track rough. Cross river to l. bank at Shigarthang huts. The stream has to be crossed several times by rough bridges.  |
| 4                 | Stakchun,<br><i>E.</i>                                       | do.            | $\frac{11}{44}$ |        | ..                      | Huts. S. T. nil; G. scarce; F. W. available.<br><br>Track as before.  |
| 5                 | Katzarah,<br><i>E.</i>                                       | do.            | $\frac{13}{57}$ |        | ..                      | Village. S. T. F. very scarce; G. W. available.<br><br>Descent to sandy valley by old moraines. Thence fair road by desert plain passing oasis village of Pakora halfway.   |
| 6                 | Skārdū,<br><i>RH., C., E.,<br/>PO., TO.,<br/>Dispensary.</i> | do.            | $\frac{20}{77}$ |        | 7700                    | See Route 45.   |

Route 47. ASTÖR to SKÄRDU, *via* the BANAK LA—90 miles.

The Banak La is rarely used. It is rougher than the Alampi La and open no earlier in the season. Few details are available. The route is shown roughly on the early reconnaissance map. It is probable that two camps between Popul and Thlashing Spang would be more convenient than one, as the marches are long and arduous.

| NUMBER OF STAGES. | NAMES OF STAGES.   | MAP REFERENCE. | MILES.          |        | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|--|----------------|-----------------|--------|-------------------------|--|
|                   |  |                | INTER.          | TOTAL. |                         |  |
|                   | <b>Astör</b><br>( <i>Hasōra</i> ),<br><i>RH., IB., E., PO., TO., Dispensary.</i> | 42I            | ..              |        | 7200                    | See Route 41.<br><br>Cross Astör bridge. Fair track by Purshing valley. Pass several hamlets.  |
| 1                 | <b>Popul,</b><br><i>E.</i>   | do.            | $\frac{10}{10}$ |        | ..                      | Hamlet. S. T. F. G. nil; W. plentiful.<br><br>Track as before but rougher. Gradual ascent by r. bank Purshing N.   |
| 2                 | <b>Banak La,</b><br><i>E.</i>  | 43M            | $\frac{17}{27}$ |        | ..                      | E. at foot of Banak La. S. T. F. G. nil; W. plentiful.<br><br>Track difficult. Ascent to Banak La, 15500 ft., over steep ice. Descent steep and difficult. Crevasses in late summer. |
| 3                 | <b>Thlashing Spang,</b><br><i>E.</i>   | do.            | $\frac{19}{46}$ |        | 13000                   | } See Route 46.  |
| 4                 | <b>Stakchun,</b><br><i>E.</i>  | do.            | $\frac{11}{57}$ |        | ..                      |  |
| 5                 | <b>Katzarah,</b><br><i>E.</i>  | do.            | $\frac{13}{70}$ |        | ..                      |  |
| 6                 | <b>Skärdu,</b><br><i>RH., C., E., PO., TO., Dispensary.</i>                      | do.            | $\frac{20}{90}$ |        | 7700                    | See Route 45.  |

## Route 48. ASTÖR to RONDU (MENDI),

via A. the HARPO LA—45 miles.

## B. the TRONGO PIR—45 miles.

Neither of the passes, the Harpo La and Trongo Pir, is open for more than 3 months, say mid-July to mid-October; and the former is rarely practicable till the end of July. Both are impassable to pack-ponies and afford rough going for coolies, who should be lightly laden. The selection of stages is immaterial, as there are no recognized camping grounds, S. and T. are unobtainable throughout, and F. and G. are scanty; no two travellers give the same stages or distances.

Besides this route from Astör, there is another from the Gilgit road, which leave the Astör valley at Dashkin, ascends the Ditchil nala, crosses a high pass, and descend the Kurubar N. to Fulcharch, 15 miles down the Indus from Rondou. Few details are available, but it is only passable for lightly laden coolies.

The early reconnaissance quarter-inch map alone is available. Distances are approximate; at least 10 hours should be allowed for the coolies to cover each stage.

| NUMBERS OF STAGES. | NAMES OF STAGES.  | MAP REFERENCE. | MILES.   |        | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|--------------------|---|----------------|----------|--------|-------------------------|--|
|                    |   |                | INTER.   | TOTAL. |                         |  |
| 1                  | Astör<br>(Hasōra),<br>RH., IB.,<br>E., PO., TO.,<br>Dispensary. | 43I            | ..       |        | 7200                    | See Route 41.<br><br>Cross Astör bridge. Fair track up Purshing valley. Pass several hamlets.  |
|                    | Popul,<br>E.  | do.            | 10<br>10 |        | ..                      | Hamlet. S. T. F. G. nil; W. plentiful.   |
| A1                 | Popul,<br>E.  | 43I            | 10       |        | ..                      | See above.<br><br>Track as before, but rougher. At mile 4 leave Route 47, and turn up side valley to north, ascending by steep glacier. The Harpo La is a dangerous pass, (16785 ft.); avalanches are frequent. Descent difficult and rocky below snow-line. |
| A2                 | Harpo La,<br>E.   | 43M            | 14<br>24 |        | ..                      | E. below snow-line on north of pass. S. T. F. nil; G. scanty; W. plentiful.<br><br>Track very rough down Tukchun valley.   |
| A3                 | Chutabar,<br>E.   | do.            | 7<br>31  |        | ..                      | See below.   |

| NUMBER OF STAGES. | NAMES OF STAGES.               | MAP REFERENCE. | MILES.          |        | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|--------------------------------|----------------|-----------------|--------|-------------------------|--|
|                   |                                |                | INTER.          | TOTAL. |                         |  |
| B1                | Popul,<br><i>E.</i>            | 43I            | 10              |        | ..                      | See above.<br>Gradual ascent and steep descent over spur.  |
| B2                | Deowhey,<br><i>E.</i>          | 43M            | $\frac{8}{18}$  |        | 15700                   | Not shown on map. S. T. F. nil; G. scanty; W. available.<br>Rough track up Deowhey ravine. Steep ascent to spur which is followed to Trongo Pir pass, 15637 feet. Rough descent. |
| B3                | Chutabar,<br><i>E.</i>         | do.            | $\frac{13}{31}$ |        | ..                      | See below.   |
| 3                 | Chutabar,<br><i>E.</i>         | 43M            | 31              |        |                         | Hamlet. S. T. nil; F. G. available; W. plentiful.<br>Fair track down Tukehun valley, r. bank. Pass Harpo, mile 5. Steep descent to Indus R.                                      |
| 4                 | Rondu<br>(Mendi),<br><i>E.</i> | do.            | $\frac{14}{45}$ |        | 6650                    | Cluster of villages. Residence of local raja. S. T. F. G. W. moderate.   |

### Route 49A. DRĀS to SKĀRDU, *via* the Indus valley—133 miles.

The path from Drās to Skārdu *via* the Indus valley is good except in a few places before and after Kharal. Ponies can generally be taken the whole way, but the track is often washed away, as happened in 1922. Coolies are available at every stage, but there is a scarcity of ponies. Travellers should telegraph from Drās to the tahsildar at Kargil to make arrangements to have transport available at Kharal suspension bridge. The detour of 7 miles to Kargil and back is thereby avoided. The stages of this route have recently been changed and are now as given below. Stage 2 should be omitted if possible.

From Parkutta a track ascends the Katicho nala and crossing the Katicho La, 15053 feet, at its head, traverses the Deosai plains to Burzil Chauki.

The old quarter-inch reconnaissance maps only are available; these have been reprinted in degree sheet form. Heights are approximate only.

|  |   |     |    |       |   |
|--|---|-----|----|-------|---|
|  | Drās,<br><i>RH., C., E.,<br/>PO., TO.</i> | 43N | .. | 10144 | Large village and fort. S. T. F. G. available; W. plentiful. RH. bad; E. good.<br>Road rather rough for 7 miles down the valley, which then closes in and changes direction north-eastwards. to Tashgām, the old stage, mile 15. E. good here. Cross to r. bank Drās R. by small cantilever suspension bridge, m. 16. |
|--|---|-----|----|-------|---|

| NUMBER OF STAGES. | NAMES OF STAGES.                  | MAP REFERENCE. | INTER. MILES.<br>TOTAL MILES. | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.  |
|-------------------|-----------------------------------|----------------|-------------------------------|-------------------------|---|
| 1                 | Shimsa<br>Khārbu,<br>RH., C., E.  | 43N            | 20<br><hr/> 20<br><br>c       | 9250                    | <p>Village of Khārbu, above RH. Good E. near RH., which is well furnished and comfortable. S. T. F. G. scanty; W. plentiful.</p> <p>Down r. bank Drās R. to Drās-Shingo (Shigar) confluence, m. 5½. Then by r. bank joint river. Pass large village of Kir-kitchu on opposite bank, mile 8. At Chunagund, mile 10, valley somewhat more open. Track bad and tiring. At Kharal, mile 12, cross new suspension bridge over Drās R.</p>  |
| 2                 | Kharal,<br>RH., E.                | 52B            | 12<br><hr/> 32                | 8500                    | <p>Old name Hardus. RH. just beyond bridge very bad, with no doors or furniture; E. bad. S. T. F. G. nil; W. except from river, bad.</p> <p>Road stony to Gangam, mile 4, by l. bank Drās-Suru R. Pass Bielargo on opposite bank, mile 8. Side streams bridged.</p>   |
| 3                 | Olthing-<br>thang,<br>RH., C., E. | do.            | 13<br><hr/> 45                | ..                      | <p>Hamlet above on hill side. RH. dirty and very bad. S. moderate; T. F. G. available; W. not good.</p> <p>Road keeps well above valley bottom to Indus confluence, mile 3; then descends to near river. New road built round the cliffs on rocks, or cut into mountain side for about 2 miles. Pass Tarkuti, old stage, small village, mile 10, then ascend over spur with stony descent to valley bottom. Pass Shiriting, mile 13, Gidiaksdo, mile 16, and cross cliffs to Bagicha. March hot and stony throughout.</p> |

| NUMBER OF STAGES. | NAMES OF STAGES.                                    | MAP REFERENCE. | INTER. MILES.<br>TOTAL MILES. | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.  |
|-------------------|---|----------------|-------------------------------|-------------------------|---|
| 4                 | Bagicha,<br>RH., C., E.,<br>PO.                     | 52B            | $\frac{19}{64}$               | ..                      | Hamlet. RH. small but good in shady compound. S. T. F. G. W. available. Change transport here for Tolti.<br><br>Pass Kharmang, large village and ruined fort on r. bank of Indus. Old RH. no longer exists. Road continues by l. bank. Indus breaks through rocky gorge in this march with swift rapids.  |
| 5                 | Tolti,<br>RH., C., E.,<br>PO.                       | 52A            | $\frac{16}{80}$               | 8450                    | Village and fort on l. bank. Residence of local raja. Good E. $\frac{1}{2}$ mile from Tolti on polo ground. RH. small but good. S. T. F. G. W. available.<br><br>Valley more open and cultivated. Gradually ascending, pass fertile fields of Karmango, mile 1; pass steep cliffs, mile 6. Between miles 8 and 10 pass several small hamlets Ghahori, Shadok, Urdi, Chok. Ford small stream or cross by bridge $\frac{3}{4}$ mile up. Pass hamlets of Mantlioka and Ghasing, and cross another cliff. |
| 6                 | Parkutta,<br>RH., C., E.                            | 43M            | $\frac{18}{98}$               | 7870                    | Large village, fort. S. T. F. G. W. available.<br>Road partly through cultivation, and undulating country with some rocky cliffs to cross on props. Pass Shyok confluence, mile 10, where a wooden ferry boat leads to Kiris and the Khapalu road.  |
| 7                 | Gol,<br>RH., C., E.,<br>PO.                         | do.            | $\frac{14}{112}$              | ..                      | Village. RH. not good; E. with good W. just beyond Gol. S. T. F. G. W. available.<br>Road fair, but country generally stony and bare, following bend of valley. After mile 13, pass Torgum; much of the going over loose sand.  |
| 8                 | Skārdū,<br>RH., C., E.,<br>PO., TO.,<br>Dispensary. | do.            | $\frac{21}{133}$              | 7700                    | See Route 45.   |

Route 49B. DRĀS to SKĀRDU, *via* the DEOSAI.—104 miles.

This route is rougher than that described in 49A, but has been followed by pack animals. Ponies however must be engaged at Drās for the through journey. A few coolies are obtainable.

The first part covers the same ground as stages B 5 to B 7 of Route 63 in the opposite direction, and in more detail.

| NUMBER OF STAGES. | NAMES OF STAGES.                                 | MAP REFERENCE. | MILES.          |       | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.  |
|-------------------|--|----------------|-----------------|-------|-------------------------|---|
|                   |  |                | INTER.          | TOTAL |                         |   |
|                   | <b>Drās,</b><br><i>RH., C., E.,<br/>PO., TO.</i> | 13N            | ..              |       | 10144                   | Large village and fort. S. T. F. G. available; W. plentiful. RH. bad; E. good.  |
| 1                 | <b>Patchkan</b><br><b>Brangsa,</b><br><i>E.</i>  | do.            | $\frac{10}{10}$ |       | ..                      | West of Drās track crosses spur, and at m. 5, descends to junction of Chango-chu and Marpo-chu. After crossing Chango-chu, it ascends l. bank of Marpo-chu, over rocky spurs. Two easy fords before reaching camp.  |
| 2                 | <b>Docas,</b><br><i>E.</i>                       | do.            | $\frac{13}{23}$ |       | ..                      | Track up wide, open nala in NW. direction for 2 m., then by l. side of Roksam Kalpa N. high above stream by easy zigzags; cross stream near head without marked descent; easy ascent to Marpo La. Good, easy track descends over scree in wide valley by Gūltari-chu to a point a little below where Shingo trail joins.<br><br>Good E. by large rock in centre of valley; G. F. W. available.<br><br>Good track descends by Gūltari-chu for 3 m., past shepherds' huts, (milk, grass and wood obtainable). Several miles below Docas there is a ford and a mile below, a good but rude foot bridge. Cross to l. bank of Gūltari-chu and ascend steeply over scree into Shingo valley. Track high above river for 1½ m., then descends and crosses tributary of Shingo below Sumalo (foot bridge and easy ford). Short, steep ascent to Sumalo; then along r. bank of Shingo, high above river, crossing several gullies to Tsuntze Tang. 4 m. from Sumalo. |

| NUMBER OF STAGES. | NAMES OF STAGES.   | MAP REFERENCE. | MILES. |        | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.  |
|-------------------|--|----------------|--------|--------|-------------------------|---|
|                   |  |                | INTER. | TOTAL. |                         |   |
| 3                 | Tsuntze Tang,<br><i>E.</i>                                   | 43N            | 10     | 33     | ..                      | S. F. T. plentiful. G. good; W. from Tang Lungma-chu or spring 900 feet up mountain to the west.<br>Cross Tang Lungma-chu by easy ford and foot bridge; pass Chongo-tang. Track now along r. bank high above river, crossing several tributaries. About m. 10, good E. with G. F., several hundred feet above, and $\frac{1}{2}$ m. from trail. About m. 13, track branches to Gurais and Astor; good ford up stream. N. side marked by a cairn on edge of high gravel bluff. Ascend Karapolensa Lungma, $\frac{1}{4}$ m. to W. About 3 miles up, cross stream. |
| 4                 | Karapolensa,<br><i>E.</i>                                    | do.            | 16     | 49     | ..                      | E. good; G. W. F. available. Good, easy track up nala over moraine to Karapolensa La about 15,000 feet. Descent easy over hard snow down Verchin or Braksangsakok N. to the Deosai. Half a mile from the pass easy ford to left bank; good trail along left bank, over moraine to Arbo-chang (south branch of Shigar river). Good E. F. G. in nala on r. bank. Arbo-chang ford easy, thence across country in a NW. direction to Charcha La, just above Jerbarcho lakes. (See stage 3 Route 45).  |
| 5                 | Charcha La,<br><i>E.</i>                                     | 43M            | 18     | 67     | ..                      | E. good on ledges above pass G. good F. from 3 m. down nala. See Route 45.<br><br>Follow Route 45 to Skārdū, via Burji La.  |
| 6                 | Usar Mar,<br><i>E.</i>                                       | do.            | 19     | 86     | 13970                   | } See Route 45.   |
| 7                 | Skārdū,<br><i>RH., C., E.,<br/>PO., TO.,<br/>Dispensary.</i> | do.            | 18     | 104    | 7700                    |   |

## PART III.—SECTION C.—TO LEH.

Route 50. SRĪNAGAR to LEH. The Treaty High Road, *via* the ZŌJI LA and DRĀS—234 miles.

This route is not open throughout for pony transport till the end of May. Till then coolies must be used for varying distances on either side of the Zōji La. Rates for transport on the Treaty Road are only applicable from May 15th to November 15th, but during this period they should be strictly adhered to. Before and after these dates travellers and sportsmen must make their own terms, and coolies will ask from Rs. 5 to Rs. 10 per head for the four marches, Gund to Drās.

The march from Gund to Sonamarg is liable to avalanches early in the year; the route then leads over the snow-bound river-bed.

The first march to Gāndarbal is fit for motors; it may also be accomplished by boat across the Ānchār lake or by the Jhelum R. to Shādipur, thence up the Sind R. The latter is not navigable beyond Gāndarbal.

The Kashmir portion of the road is green and comparatively fertile. Beyond the Zōji La, the hills are bare of vegetation, and the journey hot in summer. The Namika La and Fotu La are both very easy passes. The last stage to Leh is across a long sandy plateau, where in summer the glare and heat are very trying.

If time is a consideration the three marches from stage 11 to stage 14, may be made into two by halting at Khalatse where there is a good RH. If time permits when returning from Leh to Srinagar, the journey can be conveniently broken at Pitok (Spitok); the RH. here is excellent, though little used.

From Lotsun, mile 136, a difficult track crosses the Bula La northwards to the Indus some 10 miles below Dah.

Modern one-inch maps are published as far as the Zōji La; thereafter only old quarter-inch maps.

Special permission is required to travel beyond Kargil.

| NUMBER OF STAGES. | NAMES OF STAGES.   | MAP REFERENCE. | INTER. MILES.<br>TOTAL MILES.         | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|--|----------------|---------------------------------------|-------------------------|--|
|                   | <b>Srinagar,</b><br><i>Hotel, C., E.,<br/>PO., TO.,<br/>Hospital,<br/>Banks.</i> | 43J/16         | ..                                    | 5214                    | See Route 15.<br>Leave Hāri Parbat to left, mile 3 and pass suburb of Zinyimar, mile 5. Traverse neck of land between Dāl and Ānchār lakes. Pass Malshāhi Bāgh PO., mile 11½.  |
|                   | <b>Gāndarbal,</b><br><i>C., E., PO.,<br/>TO.</i>                                 | do.            | $\frac{12\frac{1}{2}}{12\frac{1}{2}}$ | 5220                    | Small village, bazar. Several good E. European quarters in C. are bad. Travellers for Ladākh and Baltistān should arrange transport here to Drās. S. T. F. G. W. plentiful.<br>Road crosses Sind R. by suspension bridge at Wōyil, mile 4. Thence good pony road by r. bank Sind R. Pass Wusan, mile 6½, and Sind R. bridge, mile 7. Cross Wāngat N. by bridge, mile 9½, whence fair road leads to Gangabal lake and Tilel (see Route 67). |

| NUMBER OF STAGES. | NAMES OF STAGES.                            | MAP REFERENCE.                    | INTER. MILES.<br>TOTAL MILES. | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.  |
|-------------------|---|-----------------------------------|-------------------------------|-------------------------|---|
| 2                 | <b>Kangan,</b><br><i>RH., C., E., PO.</i>   | 43J/15<br><br>43J/16<br><br>43N/4 | $\frac{11}{23\frac{1}{2}}$    | 5800                    | <p>Village. Bridge across Sind R. Early in year, no coolies are obtainable beyond here before crossing Zōji Ia. RH. and E. good. S. T. F. G. W. available.</p> <p>Road on r. bank Sind R. for nearly 8 miles; cross to l. bank at Harganyiwan, and back to r. bank, mile 10½. Road good for pack ponies. Several small villages are passed.</p>   |
| 3                 | <b>Gund,</b><br><i>RH., C., E., PO.</i>     | 43N/3                             | $\frac{13\frac{1}{2}}{37}$    | 6820                    | <p>Village. Light bridge unfit for ponies spans Sind R. RH. small and bad. E. good opposite RH. S. T. available; F. G. W. plentiful.</p> <p>Beyond Gund valley contracts; road in mountain side. Pass Reyil, mile 2½, Kulan, mile 4; cross to l. bank Sind R. Recross to r. bank, mile 6, at Rezan and follow this through Gagangiyer gorge. Cross to l. bank 2½ miles before reaching Sōnamarg.</p>                      |
| 4                 | <b>Sōnamarg,</b><br><i>C., E., PO., TO.</i> | 43N/7                             | $\frac{15}{52}$               | 8750                    | <p>E. in summer near Shitkari village, 2 miles before Sōnamarg. C. has two rooms for European travellers, but are not recommended. S. T. practically nil, except from mid-June to mid-September; F. G. W. plentiful.</p> <p>Cross to r. bank Sind R. at Sōnamarg. Road good over undulating ground, with occasional patches of forest. Pass Saribal village on opposite bank, mile 4½, and Rānga dāk shelter, mile 6.</p> |

| NUMBER OF STAGES. | NAMES OF STAGES.                  | MAP REFERENCE. | INTER. MILES.<br>TOTAL MILES.        | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.  |
|-------------------|-----------------------------------|----------------|--------------------------------------|-------------------------|---|
| 5                 | Bāltal,<br>RH., C., E.            | 43N/7          | $\frac{8\frac{1}{2}}{60\frac{1}{2}}$ | 9450                    | Dāk huts. RH. and E. pleasant among trees. S. T. nil; F. G. W. available.<br>Ascend Zōjibal N. by graded road on north bank. Ascent steep to Zōji La, 11578 feet, passing dāk shelter, mile 4. In winter and spring, travellers ascend snow-bound ravine bottom, where avalanche snow accumulates and remains till mid-June. Descent on east side gentle. Pass Mechoi (Mitsahoi), mile 9, with RH., C., E., and TO. (winter). Pass Minimarg, mile 11.   |
| 6                 | Matāyan,<br>RH., C., E.           | 43N            | $\frac{15}{75\frac{1}{2}}$           | 10430                   | Hamlet with few huts. T. practically nil; S. F. G. scanty; W. plentiful. Snow often lies on the barren hill-sides well into June. Down Gumber r. bank. Cross bridge to l. bank at Pindras, mile 6; road good. Cross Mushki bridge, mile 11 $\frac{1}{2}$ , and Marpo-chu bridge, mile 12.   |
| 7                 | Drās,<br>RH., C., E.,<br>PO., TO. | do.            | $\frac{12\frac{1}{2}}{88}$           | 10144                   | Large village. S. T. F. G. available; W. plentiful. RH. bad; E. good.<br>Road rather rough for 7 miles down valley, which then closes in and changes direction north-eastwards, to Tashgām, the old stage, m. 15. E. good here. Cross to r. bank Drās R. by small cantilever suspension bridge, m. 16.  |
| 8                 | Shimsa<br>Khārbu,<br>RH., C., E.  | do.            | $\frac{20}{108}$                     | 9250                    | Village of Kharbu above RH. Good E. in compound 100 yds. from RH, which is well-furnished and comfortable. S. T. F. G. scanty; W. plentiful.<br>Down r. bank Drās R. to Drās-Shingo (Shigar) confluence m. 5 $\frac{1}{2}$ . Then by r. bank joint river. Pass large village of Kirkitchu on opposite bank, mile 8. At Chunagund, mile 10, valley somewhat more open. Track bad and tiring. Pass Kharal suspension bridge mile 12 (Route 49). Follow l. bank Suru R., here swift but shallow and broad. |

| NUMBER OF STAGES. | NAMES OF STAGES.  | MAP REFERENCE. | INTER. MILES.<br>TOTAL MILES.          | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|---|----------------|--|-------------------------|--|
| 9                 | <b>Kargil,</b><br><i>RH., C., E.,<br/>PO., TO.,<br/>Dispensary.</i> | 52B            | $\frac{15}{123}$                       | 8790                    | Small town ; capital of Parik ; fort and tahsil. S. T. F. G. W. fairly plentiful. RH. on r. bank of Suru R. above bridge.<br>Cross Suru bridge one mile above fort and take road by l. bank Wakkha-chu, over sandy plateau. Pass Pashkyum, large village and fort, mile 7. Cross Wakkha-chu here by bridge and ascend r. bank ; valley contracts. Pass Lotsun, mile 13, where this long march may be conveniently broken. Road continues good past Shergol, E., mile 18. This is reckoned as a double march. |
| 10                | <b>Mulbekh</b><br>(Maulba<br>Chamba),<br><i>RH., C., E.</i>         | do.            | $\frac{22}{145}$                       | 10500                   | Large village and monastery. S. T. F. G. W. available. E. on polo ground opposite RH.<br>Road leaves Wakkha-chu valley and by gradual easy ascent crosses Namika La, 12200 feet, mile 7. Easy descent to Khan-gral on Sangeluma-chu. Ascend l. bank of this. Road very fair throughout.  |
| 11                | <b>Bod Khārbu,</b><br><i>RH., C., E.</i>                            | do.            | $\frac{14\frac{1}{2}}{159\frac{1}{2}}$ | 11200                   | Group of villages. S. T. F. G. W. available.<br>Up Sange-luma or Khanje valley crossing by bridge to r. bank before passing Hiniskūt, mile 7, where the boundary of Ladākh is crossed. Easy ascent and descent over Fotu La, 13432 ft. mile 10.  |
| 12                | <b>Lāmayūrū,</b><br><i>RH., C., E.</i>                              | do.            | $\frac{14\frac{1}{2}}{174}$            | 11300                   | Large monastery and village with granary. S. T. F. G. W. available.<br>Road follows narrow ravine, crossing and recrossing stream several times, reaching the Indus near Hangru, mile 7 (9500 ft.). Cross Indus suspension bridge, mile 9, to r. bank. A short cut for pedestrians crosses hill-side from mile 6 $\frac{1}{2}$ to mile 9. Pass Khalatse (Khalsi), RH., C. E., PO., TO., 9700 ft., large village, mile 10, (See Route 72).  |

| NUMBER OF STAGES. | NAMES OF STAGES.                                 | MAP REFERENCE. | MILES.           |       | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.  |
|-------------------|--|----------------|------------------|-------|-------------------------|---|
|                   |  |                | INTER.           | TOTAL |                         |   |
| 13                | Nurla,<br>RH., C., E.                            | 52B            | $\frac{17}{191}$ |       | 9900                    | Village. S. T. F. G. W. available.<br>Country barren. Good road by r. bank Indus.   |
| 14                | Saspul,<br>RH., C., E.                           | 52F            | $\frac{14}{205}$ |       | 10200                   | Village and cultivation; granary. Bridge across Indus to Alchi monastery. S. T. F. G. W. available.<br>Road leaves river and crosses plateau (11000 ft.) to Basgo, mile 8; E. good but old RH. now destroyed. Thereafter road is sandy, stony, and very tiring. |
| 15                | Nimu,<br>RH., C., E.                             | do.            | $\frac{11}{216}$ |       | 10250                   | Collection of villages. S. T. F. G. W. available.<br>Valley opens out. Road over sandy plateau (11200 ft.) north of Indus. Pass Phayang, mile 10; and Pitok (Spitok), RH., mile 13. Thence gradual ascent to Leh.   |
| 16                | Leh,<br>RH., C., E.,<br>PO., TO.,<br>Dispensary. | do.            | $\frac{18}{234}$ |       | 11500                   | Large town, tahsil, fort, bazar; capital of Ladākh. Government granary. Residence of Wazir and British Joint Commissioner. Moravian mission. S. T. F. G. W. abundant.   |

## Route 51. SRINAGAR to LEH, via INSHAN, SURU, RINGDOM—293 miles.

There are several routes from Kashmir to the Wardwan valley; that described below is easier and open earlier, though much longer than Route 52. See also Routes 35 and 53. The Bat Kol pass is passable for yaks and ponies in summer. Modern one-inch maps are not available beyond Sokhniz, stage 8. Beyond this point quarter-inch maps compiled from old reconnaissance surveys only are available.

|   |   |                  |                 |  |      |                       |
|---|---|------------------|-----------------|--|------|-----------------------|
|   | Srinagar,<br>Hotel, C., E.,<br>PO., TO.,<br>Hospital,<br>Banks. | 43J/16<br>43K/13 | ..              |  | 5214 | See Routes 15 and 25. |
| 1 | Awantipur<br>(Wantipōr),<br>RH., C., E.,<br>PO., TO.            | 43O/1            | $\frac{18}{18}$ |  | 5225 | See Route 25.         |

| NUMBER OF STAGES. | NAMES OF STAGES.  | MAP REFERENCE.    | MILES.                  |        | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.  |
|-------------------|---|-------------------|-------------------------|--------|-------------------------|---|
|                   |   |                   | INTER.                  | TOTAL. |                         |   |
| 2                 | Islāmābād,<br><i>RH., C., E.,<br/>PO., TO.,<br/>Hospital,<br/>Dispensary.</i> | 430/2             | 17<br>35                |        | 5240                    | } See Route 35.   |
| 3                 | Kūthēr,<br><i>E.<br/>or<br/>Shāngas,<br/>E.</i>                               | 430/6<br><br>do.  | 9<br>44<br><br>11<br>46 |        | 5700<br><br>5660        |   |
| 4                 | Qasba<br>Naubug,<br><i>E.</i>   | do.               | 14/12<br>58             |        | 7200                    |   |
| 5                 | Gāoran,<br><i>E.</i>  | do.<br><br>430/5  | 9<br>67                 |        | 8050                    |   |
| 6                 | Inshan<br>(Wardwan).<br><i>E.</i>   | 430/9             | 16<br>83                |        | 8300                    |   |
| 7                 | Basmen,<br><i>E.</i>  | do.               | 9<br>92                 |        | 8450                    | Village. S. T. limited; F. G. W. available.<br><br>Road and country as above. Best road on r. bank to mile 2, then on l. bank, past Rikinwās, mile 5; then by r. bank from mile 5½. Bridges at both crossings for pack animals. |
| 8                 | Sokhniz,<br><i>E.</i>   | do.<br><br>43N/12 | 8<br>100                |        | 9090                    | Village. S. T. nil; F. G. W. available.<br><br>Fair road at first by r. bank. Cross by snow bridge or ford in early morning, mile 8; turn east up Bat Kol (Bhot Khol) valley. There are several fords which may be difficult.   |

| NUMBER OF STAGES. | NAMES OF STAGES.         | MAP REFERENCE. | MILES. |        | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.  |
|-------------------|--------------------------|----------------|--------|--------|-------------------------|---|
|                   |                          |                | INTER. | TOTAL. |                         |   |
| 9                 | Morsekhol,<br><i>E.</i>  | 43N            | 20     | 120    | ..                      | Camp near entrance to side valley. S. T. G. nil; F. scanty; W. plentiful.<br><br>Level easy going to Bat Kol glacier; then over its surface for 5 miles the first half being very rough over moraine boulders. Ascend steep ridge to west of high peak, to Bat Kol pass, 14370 feet. Ascent and descent very trying, though generally passable to yak and pony transport. |
| 10                | Dunore,<br><i>E.</i>     | do.            | 20     | 140    | ..                      | E. in Chilung valley. S. T. nil; F. G. scanty; W. ample.<br><br>Descend by stony valley of Chilung.   |
| 11                | Suru,<br><i>E.</i>       | do.            | 10     | 150    | 10700                   | Collection of hamlets and fort on l. bank Suru R. Old RH. uninhabitable. S. F. G. W. procurable; also few coolies and ponies. Former are good mountain porters.<br><br>Cross Suru bridge, and neck of land to Parkutse. Ascent rough but passable to led ponies. A rock staircase is difficult.   |
| 12                | Gulmatūngo,<br><i>E.</i> | 52 B           | 18     | 168    | ..                      | Small monastery. S. T. nil; F. G. very scanty; W. ample.<br><br>Fair road up r. bank of Sankpo or Suru R.   |
| 13                | Ringdom,<br><i>E.</i>    | do.            | 17     | 185    | ..                      | Monastery (Gonpa Lāma Sarai) on hill at entrance to side valley. S. T. F. G. very scanty; W. available.<br><br>Rough road up tributary north-eastwards. Ascent to Kungi La easy. Descend glacier to Hamar valley. A long and tiring march which can be broken at mile 12, at west foot of Kungi La.   |
| 14                | Kilchu,<br><i>E.</i>     | do.            | 27     | 212    | ..                      | S. T. F. G. nil; W. available. Rough track down Hamar valley, fording river several times.  |

| NUMBER OF STAGES. | NAMES OF STAGES.   | MAP REFERENCE. | MILES.           |        | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.  |
|-------------------|--|----------------|------------------|--------|-------------------------|---|
|                   |  |                | INTER.           | TOTAL. |                         |   |
| 15                | Hiniskūt,<br><i>E.</i>                                   | 52 B           | $\frac{13}{225}$ |        | 12200                   | Small village on Sange-luma R., r. bank. S. T. nil; F. G. very scanty; W. available.<br><br>Route joins the Treaty High Road to Leh (Route 50). Easy ascent and descent over Fotu La, 13432 feet. |
| 16                | Lāmayūrū,<br><i>RH., C., E.</i>                          | do.            | $\frac{8}{233}$  |        | 11300                   | } See Route 50.   |
| 17                | Nurla,<br><i>RH., C., E.</i>                             | do.            | $\frac{17}{250}$ |        | 9900                    |   |
| 18                | Saspul,<br><i>RH., C., E.</i>                            | 52 F           | $\frac{14}{264}$ |        | 10200                   |   |
| 19                | Nimu,<br><i>RH., C., E.</i>                              | do.            | $\frac{11}{275}$ |        | 10250                   |   |
| 20                | Leh,<br><i>RH., C., E.,<br/>PO., TO.,<br/>Dispensary</i> | do.            | $\frac{18}{293}$ |        | 11500                   |   |

**Route 52. SRINAGAR to SURU, via TRĀL, LIDAR valley, SOKHNIZ—128 miles.**

The route described below is a short cut to Suru, but is not open till late in June. It is only passable for coolies between the Lidar and upper Wardwan. These should be procured by previous application from down the Lidar valley and should be ready at Langanbal. If this is done the halt at Stage 4 may be omitted.

The modern one-inch survey only extends as far as Sokhniz. Beyond this point the quarter-inch degree sheets are the best obtainable. The route from Suru onwards to Leh is described in Route 51.

|   |   |                  |                 |      |   |
|---|---|------------------|-----------------|------|---|
|   | Srinagar,<br><i>Hotel, C., E.,<br/>PO., TO.,<br/>Hospital,<br/>Banks.</i> | 43J/16<br>43K/13 | ..              | 5214 | See Routes 15 and 25.                       |
| 1 | Awantipur<br>(Wantipōr),<br><i>RH., E., PO.</i>                           | 43O/1            | $\frac{18}{18}$ | 5225 | See Route 25.<br>Good road for pack ponies. |

| NUMBER OF STAGES. | NAMES OF STAGES. | MAP REFERENCE.  | INTER. MILES.<br>TOTAL MILES.        | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|------------------|-----------------|--------------------------------------|-------------------------|--|
| 2                 | Trāl,<br>C., E.  | 430/1           | $\frac{8\frac{1}{2}}{26\frac{1}{2}}$ | 5630                    | Large village. S. T. F. G. W. available.<br><br>Good road through Trāl State <i>Rakh</i> ; ascent to Bughamar Gali, graded and easy.   |
| 3                 | Walarôm,<br>E.   | do.             | $\frac{13\frac{1}{2}}{40}$           | 6270                    | Village in Lidar valley. S. T. F. G. W. available.<br><br>Join main road up Lidar valley, good for pack ponies. Pass Kolor, mile 2; Cross Owur bridge, mile $3\frac{1}{2}$ , and Lidar bridge, mile 6.         |
| 4                 | Langanbal,<br>E. | 430/5           | $\frac{6\frac{1}{2}}{46\frac{1}{2}}$ | 6600                    | E. at mouth of Langinai N. S. T. scanty; F. G. W. available.<br><br>Fair path for laden coolies up the Langinai N.   |
| 5                 | Largirai,<br>E.  | do.             | $\frac{8\frac{1}{2}}{55}$            | 11315                   | Huts at tree limit. S. T. <i>nil</i> ; F. G. W. available.<br><br>Track continues up valley for 3 miles; then rises steeply for 1300 feet to Ditap Gali. Easy descent for coolies down Minpal N. and Basmen N. |
| 6                 | Basmen,<br>E.    | 430/9           | $\frac{15}{70}$                      | 8450                    | } See Route 51.  |
| 7                 | Sokhniz,<br>E.   | 430/9<br>43N/12 | $\frac{8}{78}$                       | 9090                    |  |
| 8                 | Morsekhol,<br>E. | 43N             | $\frac{20}{98}$                      | ..                      |  |
| 9                 | Dunore,<br>E.    | do.             | $\frac{20}{118}$                     | ..                      |  |
| 10                | Suru,<br>E.      | do.             | $\frac{10}{128}$                     | 10700                   |  |

**Route 53. SRINAGAR to LEH via PETGAM, CHILUNG pass, and RINGDOM**  
—312 miles.

The route given below is not used as a through route. The Rāzpāryin N. between stages 4 and 5 is now a game sanctuary, and permission must be obtained to traverse or camp in it. The map is only a rough reconnaissance of the country between stages 9 and 14, and the length of the marches is very difficult to estimate. In all these marches an early start should be made.

The Kailgan Rocks rise sheer to a height of 600 ft. from the water level of the shallow Mandik Lake, which may be difficult owing to quicksands.

| NUMBER OF STAGES. | NAMES OF STAGES.   | MAP REFERENCE.   | MILES.             |        | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.  |
|-------------------|--|------------------|--------------------|--------|-------------------------|---|
|                   |  |                  | INTER.             | TOTAL. |                         |   |
|                   | <b>Srinagar,</b><br><i>Hotel, C., E.,<br/>PO., TO.,<br/>Hospital,<br/>Banks.</i>     | 43J/16<br>43K/13 | ..                 |        | 5214                    | See Routes 15 and 25.   |
| 1                 | <b>Awantipur</b><br>(Wantipōr),<br><i>RH., E., PO.</i>                               | 43O/1            | $\frac{18}{18}$    |        | 5225                    | See Route 25.   |
| 2                 | <b>Islāmābād,</b><br><i>RH., C., E.,<br/>PO., TO.,<br/>Hospital,<br/>Dispensary.</i> | 43O/2            | $\frac{17}{35}$    |        | 5240                    | } See Route 35.   |
| 3                 | <b>Kūthēr,</b><br><i>E.</i>  | 43O/6            | $\frac{9}{44}$     |        | 5700                    |   |
|                   | or<br><b>Shāngas,</b><br><i>E.</i>   | do.              | $\frac{11}{46}$    |        | 5660                    |   |
| 4                 | <b>Qasba Naubug,</b><br><i>E.</i>  | do.              | $\frac{14/12}{58}$ |        | 7200                    | Village. S. T. available; F. G. W. plentiful.<br>Good road for laden ponies down Naubug N. Cross bridge to J. bank at Lārun, mile 2; pass Krit, mile 3. Ascend Rāzpāryin N. Pass Dyūs, mile 5, and FRH., mile 6½. |
| 5                 | <b>Badirbrāri,</b><br><i>E.</i>  | do.              | $\frac{13}{71}$    |        | 10000                   | E. at junction of Hōksar N. S. T. nil; F. G. W. plentiful.<br>Steep but fair ascent up Wat N. to Hōksar Gali, 12918 feet. Easy descent by Pāntsūlmarg and Zar Nāg N.  |

| NUMBER OF STAGES. | NAMES OF STAGES.                | MAP REFERENCE. | INTER. MILES.<br>TOTAL MILES. | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|---------------------------------|----------------|-------------------------------|-------------------------|--|
| 6                 | Baryinnar,<br><i>E.</i>         | 430/10         | $\frac{11}{82}$               | 11250                   | Gujar huts ; S. T. nil ; F. G. W. available.<br><br>Track very fair for pack animals over low range by r. bank of Sat Kol, which flows in a gorge and is only passable on foot. Steep descent to Yid Nār.  |
| 7                 | Yid Nār,<br><i>E.</i>           | do.            | $\frac{10}{92}$               | 10350                   | Confined <i>E.</i> at junction of Yid Nār and Sat Kol. S. T. nil ; F. G. W. plentiful.<br><br>Steep ascent to Penjan pass, 13,607 feet, mile 4 ; gradient easier on east side. Descend sheltered basin of Sat Rar (under snow till end of June). Pass Nārwan, mile 12, in cultivated Marau valley. Road then easy. Pass Napaz, mile 15 ; cross Marau bridge, mile 17½.   |
| 8                 | Petgām<br>(Marau),<br><i>E.</i> | do.            | $\frac{18}{110}$              | 7100                    | Village. S. T. F. G. W. available. It is inadvisable to use ponies after this stage.<br><br>Road fair for laden animals up r. bank Rin N. (Phariābād N.). Pass Anyar, mile 6, and Tatawoin hot springs, mile 9. Cross bridge here to l. bank Rin N. and recross to r. bank, mile 10½. The Tatawoin bridge had been washed away in 1926 ; this necessitated a series of climbs over high spurs, and added about 4 miles to the march. |
| 9                 | Metwan,<br><i>E.</i>            | 430/14         | $\frac{14}{124}$              | 8450                    | Village. S. T. scanty ; F. G. W. available. Change to coolie transport.<br><br>Track fair at first, but rough towards end of march. It is rarely possible to cross the Lokut-yaz N. at Maharran, and this necessitates a detour to a bridge built in 1926, 2 miles up stream.  |

| NUMBER OF STAGES. | NAMES OF STAGES.                                  | MAP REFERENCE. | MILES.           |        | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|---|----------------|------------------|--------|-------------------------|--|
|                   |   |                | INTER.           | TOTAL. |                         |  |
| 10                | Maharran,<br><i>E.</i>                            | 43O            | $\frac{14}{138}$ |        | ..                      | E. on small marg at confluence of Lokut-yaz N. and Phariābād N. S. T. nil; F. G. W. plentiful. Gujar's track ascends for about 2000 ft. and descends 1000 ft. Then with many ups and downs rises gradually to Mandik Sar, mile 14. |
| 11                | Kailgan Rocks,<br><i>E.</i>                       | do.            | $\frac{17}{155}$ |        | ..                      | F. about midway along Mandik Sar. F. G. W. available. Track continues up Phariābād N. When the snow bridges are broken there may be difficulty.  |
| 12                | Chilung La,<br><i>E.</i>                          | 52C            | $\frac{16}{171}$ |        | ..                      | E. below moraines, west of Chilung glacier. F. G. scanty. W. plentiful. Ascend glacier and cross Chilung La (17000 ft.). Descend by scree and moraine.   |
| 13                | Ringdom Sankpo,<br><i>E.</i>                      | do.            | $\frac{20}{191}$ |        | ..                      | E. at junction of Pensi La route (Route 69). Track fair down Sankpo R. Pass Tazi Tonzas, mile 10.  |
| 14                | Ringdom,<br><i>E.</i>                             | 52B            | $\frac{13}{204}$ |        | ..                      | } See Route 51.  |
| 15                | Kilchu,<br><i>E.</i>                              | do.            | $\frac{27}{231}$ |        | ..                      |  |
| 16                | Hiniskūt,<br><i>E.</i>                            | do.            | $\frac{13}{244}$ |        | 12200                   |  |
| 17                | Lāmayūrū,<br><i>RH., C., E.</i>                   | do.            | $\frac{8}{252}$  |        | 11300                   | } See Route 50   |
| 18                | Nurla,<br><i>RH., C., E.</i>                      | do.            | $\frac{17}{269}$ |        | 9900                    |  |
| 19                | Saspul,<br><i>RH., C., E.</i>                     | 52F            | $\frac{14}{283}$ |        | 10200                   |  |
| 20                | Nimu,<br><i>RH., C., E.</i>                       | do.            | $\frac{11}{294}$ |        | 10250                   |  |
| 21                | Leh,<br><i>RH., C., E., PO., TO., Dispensary.</i> | do.            | $\frac{18}{312}$ |        | 11500                   |  |

Route 54. KISHTWĀR to LEH, *via* the UMĀSI LA, ZĀSKAR,  
and A. LĀMAYŪRŪ—297 miles.

B. DROGULIKA—284 miles.

The Umāsi La is the easiest of three glacier passes over the main Himalaya between Padar and Zāskar. From Bhuzās (Bhujwas), the three routes diverge; the most direct over the Muni La is now rarely used, while the Hagehu La is used only if the destination is Suru.\* Both are passable for coolies in July and August. The Umāsi La is passable for pack animals with difficulty from mid-June to mid-September inclusive, and was the line of advance taken by the Dogra conquerors of Ladākh. Coolies should be engaged at Ārthal, or pre arranged at Matsēl for the journey to Zāskar.

From Ārthal, stage 4, a good pony road leads to Chamba.

From Ating, stage 10, a difficult track leads over the Rulukun La to the Zāskar R but saves little distance, as the gorge below is inaccessible. The Namtsay La and Nera La avoid this gorge.

From Zozar, there is a difficult path northwards to Leh over the Charcha La, Rukerang La and Kunda La, open only when the rivers are low and then for coolies only (see Route 56).

On the 19th March, after crossing the Sirsir La, a rough track leads to Kangi, between Kilchu and Hiniskūt, stages of Route 53.

Distances from stage 10 are approximate: stages 12 to 20 have not recently been checked. Only the old quarter-inch reconnaissance maps are available beyond stage 7 and the route thereafter is only shown roughly.

| NUMBER OF STAGES. | NAMES OF STAGES.   | MAP REFERENCE. | INTER. MILES.<br>TOTAL MILES. | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.  |
|-------------------|--|----------------|-------------------------------|-------------------------|---|
|                   | <b>Kishtwār,</b><br><i>RH., C., E.,<br/>PO., Hos-<br/>pital.</i> | 430/15         | ..                            | 5360                    | Small town, fort, bazar and headquarters of district on high plateau above junction of Wardwan and Chenāb rivers. S. T. F. G. W. plentiful.   |
| 1                 | <b>Bagine,</b><br><i>E.</i>                                      | do.            | 16<br>16                      | 5500                    | Hamlet. S. T. very scanty; F. G. W. plentiful.<br><br>Ascend Chandar Bhāga by l. bank, descending to cliffs above river at mile 4; then rise again. A new forest road has recently been made to Ārthal, but this is not fit for ponies. |

\* A traveller in 1925 reports that the Hagshu La has now ceased to exist.

| NUMBER OF STAGES. | NAMES OF STAGES.                            | MAP REFERENCE. | MILES.   |        | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|---|----------------|----------|--------|-------------------------|--|
|                   |   |                | INTER.   | TOTAL. |                         |  |
| 2                 | Piās,<br>E.                                 | 430/15         | 10<br>26 |        | 6700                    | Hamlet. S. T. very scanty ; F. G. W. plentiful.<br>Road as above, with many ups and downs and along precipices.  |
| 3                 | Shirir,<br>E.                               | 52C/3          | 12<br>38 |        | 6700                    | Hamlet. S. T. nil ; F. G. W. available. E. very limited.<br>Road fair through precipitous wooded country at first, then valley opens out and is cultivated. Pass Zār, mile 7½ and Aphen, mile 8½, whence a path leads south to the Panji pass and Bangar.      |
| 4                 | Arthal (Athōli),<br>E., PO.,<br>Dispensary. | do.            | 12<br>50 |        | 6360                    | Village on l. bank : Gulābgarh fort on right. S. T. F. G. W. available.<br>Cross Chandar Bhāga by cantilever bridge to r. bank ; cross Bhut Na bridge and ascend valley by r. bank. Road easy through terraced cultivation.                                    |
| 5                 | Kunhēl,<br>(Mau),<br>E.                     | do.            | 12<br>62 |        | 7600                    | Village. E. small. S. T. limited ; F. G. W. available<br>Fair path passable for laden animals through wooded valley by l. bank to mile 3 ; then by r. bank. Bridges at both crossings.   |
| 6                 | Matsēl<br>(Machail),<br>E.                  | 52C/7          | 10<br>72 |        | 9700                    | Village. S. T. F. G. W. moderate.<br>Path as above to the sapphire mines of Sumsām ; thereafter rough.   |
| 7                 | Bhuzās<br>(Bujwas),<br>E.                   | 52C            | 8<br>80  |        | 11570                   | Halting place. F. G. W. available ; S. T. nil.<br>Path rough. Ascend broad Bhuzās valley and zigzag steeply up branch nala. No bridge over Kaosh N. which can only be forded in early morning.   |
| 8                 | Bugjan<br>Hiwan,<br>E.                      | do.            | 7<br>87  |        | 15500                   | Halting place at side of glacier. G. W. available ; S. T. nil ; F. must be brought from last camp.<br>Steep ascent over glacier and snow-fields to Umāsi La, 17370 feet ; steep descent by glacier to Huttra, 16 109 feet, then easier to below glacier level. |

| NUMBER OF STAGES. | NAMES OF STAGES.                | MAP REFERENCE. | MILES.           |        | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|---------------------------------|----------------|------------------|--------|-------------------------|--|
|                   |                                 |                | INTER.           | TOTAL. |                         |  |
| 9                 | Gaura,<br><i>E.</i>             | 52C            | $\frac{13}{100}$ |        | 13540                   | S. T. nil; G. W. and <i>burtas</i> F. available.<br>Rough track down Bardur valley. Pass Zangaul Gonpa, mile 4.  |
| 10                | Ating,<br><i>E.</i>             | do.            | $\frac{10}{110}$ |        | 12020                   | Village. S. T. limited; F. G. W. available. Zāskar-Suru road <i>via</i> Pensi La is here joined for 6 miles (See Route 69).<br>Cross to l. bank Doda R. by rope bridge at Tungring, mile 6. Road fair. |
| 11                | Kursha,<br><i>E.</i>            | do.            | $\frac{16}{126}$ |        | ..                      | Village and monastery by junction of Doda and Zāskar rivers. S. T. F. G. W. moderate.<br>Road fair down l. bank Zāskar R. Cross to r. bank near Zozar and join main Zāskar road.                       |
| 12                | Zozar<br>(Zuzzar),<br><i>E.</i> | 52G            | $\frac{12}{138}$ |        | 11580                   | Village. S. F. G. W. available; T. practically nil.<br>Fair road by r. bank, Zāskar R.   |
| 13                | Zangla,<br><i>E.</i>            | 52C            | $\frac{6}{144}$  |        | 11050                   | Village on r. bank Zāskar R. S. T. F. moderate; G. W. plentiful.<br>Cross Chelong Labho or Nantsay La, 14530 feet, mile 7, and descend Khurmafū valley. Track very rough in places.                    |
| 14                | Khurmafū,<br><i>E.</i>          | do.            | $\frac{13}{157}$ |        | 13050                   | S. T. nil; F. G. W. available.<br>Ascend Pangot valley.  |
| 15                | Pangot,<br><i>E.</i>            | do.            | $\frac{10}{167}$ |        | 5000                    | Halting place at foot of Nera La. S. T. nil; F. G. W. available.<br>Track fair. Cross Nera La, height 15966 feet, mile 4. Descend through hills to Zāskar R.   |
| 16                | Naerung,<br><i>E.</i>           | do.            | $\frac{10}{177}$ |        | 11000                   | Small village. S. T. nil; F. G. W. available.<br>Cross Zāskar bridge, mile 1, and the Chochu Bori La, mile 4. Track fair.  |
| 17                | Yelchang,<br><i>E.</i>          | do.            | $\frac{7}{184}$  |        | 12730                   | Small village. S. T. nil; F. G. W. available.<br>Cross Singi La, 16600 feet, mile 4. Pass Maleng, mile 8. Road fair crossing numerous spurs and ravines with easy gradients.                           |

| NUMBER OF STAGES. | NAMES OF STAGES.  | MAP REFERENCE. | INTER. MILES.<br>TOTAL MILES. | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|---|----------------|-------------------------------|-------------------------|--|
| 18                | Photaksar,<br><i>E.</i>                                   | 52B            | $\frac{16}{200}$              | 13900                   | Village. S. F. G. W. available; a few coolies. It is advisable to engage these here.<br>Road good and passable for laden animals. Cross easy Sirsir La, height 16372 feet, mile 5. |
| 19                | Honupatta,<br><i>E.</i>                                   | do.            | $\frac{15}{215}$              | 12400                   | Village. T. nil; S. F. G. W. available.<br>Track very fair down Spangthan valley.  |
| 20                | Phanjila,<br><i>E.</i>                                    | do.            | $\frac{7}{222}$               | ..                      | Village. T. nil; S. F. G. W. available.  |
| A20               | Phanjila,<br><i>E.</i>                                    | 52B            | 222                           | ..                      | See above.<br>Track difficult for yaks.  |
| A21               | Wanlah,<br><i>E.</i>                                      | do.            | $\frac{6}{228}$               | 10900                   | Village. S. T. F. G. W. available.<br>Track as above Cross Prinkiti La, 12500 feet; easy ascend and descent except near summit.  |
| A22               | Lamayūrū,<br><i>RH., C., E.</i>                           | do.            | $\frac{9}{237}$               | 11400                   | } See Route 50.  |
| A23               | Nurla,<br><i>RH., C., E.</i>                              | do.            | $\frac{17}{254}$              | 9900                    |  |
| A24               | Saspul,<br><i>RH., C., E.</i>                             | 52F            | $\frac{14}{268}$              | 10200                   |  |
| A25               | Nimu,<br><i>RH., C., E.</i>                               | do.            | $\frac{11}{279}$              | 10250                   |  |
| A26               | Leh,<br><i>RH., C., E.,<br/>PO., TO.,<br/>Dispensary.</i> | do.            | $\frac{18}{297}$              | 11500                   |  |
| B20               | Phanjila,<br><i>E.</i>                                    | 52B            | 222                           | ..                      | See above.<br>Road fair.   |

| NUMBER OF STAGES. | NAMES OF STAGES.  | MAP REFERENCE. | MILES. |        | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.  |
|-------------------|---|----------------|--------|--------|-------------------------|---|
|                   |   |                | INTER. | TOTAL. |                         |   |
| B21               | Hinju,<br><i>E.</i>                                       | 52B            | 9      | 231    | ..                      | Small village. S. T. nil; F. G. W. available.<br>Long easy ascent and descent over Choke La, 13513 feet.  |
| B22               | Drogulika,<br><i>E.</i>                                   | 52F            | 10     | 241    | ..                      | Small village. S. T. nil; F. G. W. available.<br>Fair road passable for laden yaks down the Sumdah-fu.  |
| B23               | Ezas,<br><i>E.</i>  | do.            | 9      | 250    | ..                      | Small village. S. T. nil; F. G. W. available.<br>Track as above down Sumdah-fu and Zāskar R. Cross Indus R. bridge below Indus-Khurna confluence. |
| B24               | Nimu,<br><i>RH., C., E.</i>                               | do.            | 16     | 266    | 10250                   | } See Route 50.   |
| B25               | Leh,<br><i>RH., C., E.,<br/>PO., TO.,<br/>Dispensary.</i> | do.            | 18     | 284    | 11500                   |   |

**Route 55. KAILANG (LĀHUL) to LEH, via TANDI, BĀRĀLĀCHA LA, and (A) LĀCHĀLŪNG LA—187 miles. and (B) MARANG LA—192 miles.**

This is part of the through route from Simla to Leh, and is open from June to October. It is a good hill road to stage 4, and open going thereafter to stage 10. It is passable throughout for yaks which form the best transport. These and all supplies should be arranged for the whole journey with the help of the Assistant Commissioner. Kailang may be reached by good hill roads from either Chamba or Kulu; it is 198 miles or 10 easy marches from Simla.

The details given below have been corrected from various sources, but are probably not up to date. It is believed that the distances to Kilang, stage 4, though according to the official mileages, are underestimated. The quarter-inch map is rough, and though the route is indicated, improvements have been effected and neither the alignment nor the names are now correct. If pressed for time, stages 12 and 14 may be omitted.

|   |     |    |       |   |
|---|-----|----|-------|---|
| <b>Kailang</b><br>(Lāhul),<br><i>RH., C., E.,<br/>PO., TO.,<br/>Dispensary.</i> | 52H | .. | 10100 | Town; capital of Lāhul, tahsil, observatory, Moravian mission. S. T. F. G. W. available.<br>Road winds uphill for greater part of march, up western side of Bhāga valley. |
|---|-----|----|-------|---|

| NUMBER OF STAGES. | NAMES OF STAGES.                        | MAP REFERENCE. | INTER. MILES.<br>TOTAL MILES. | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|---|----------------|-------------------------------|-------------------------|--|
| 1                 | Kulang<br>(Kolang),<br>E.               | 52H            | $\frac{10}{10}$               | ..                      | Village. S. T. G. W. available ;<br>F. scarce.<br>Road level and good. Cross Kada<br>Tokpo bridge, mile 7. There is<br>an IB. at about mile 4,<br>which if used, would combine<br>the first 3 stages into 2 long<br>marches.                   |
| 2                 | Darcha<br>(Sumdo),<br>C., E.            | do.            | $\frac{8}{18}$                | 10840                   | Village. S. T. F. G. W. moderate.<br>Road fair up Bhāga valley, r. bank.<br>Pass Patsio, mile 7, where a fair<br>is held for Kulu, Lāhul and<br>Tibetan traders.   |
| 3                 | Zing-zing-bar,<br>C., E.                | do.            | $\frac{12}{30}$               | 14000                   | S. T. nil ; F. G. scanty ; W. avail-<br>able.<br>Road very fair. Pass Suraj-dul<br>lake, mile 4. Easy ascent to<br>Bārālācha La, 16200 feet, mile 6.<br>Descent long and easy past<br>Yunan Tso (lake). Cross Yunan<br>bridge at end of march. |
| 4                 | Kilang (Kanun<br>or Kenlung),<br>C., E. | do.            | $\frac{12}{42}$               | 15120                   | S. T. nil ; F. G. scanty ; W. avail-<br>able.<br>Road level and easy down Yunan<br>valley. Country opens out.  |
| 5                 | Sarchu<br>(Lingti),<br>E.               | do.            | $\frac{11}{53}$               | 13950                   | S. T. nil ; G. W. and scub F.<br>available.  |
| A5                | Sarchu<br>(Lingti),<br>E.               | 52H            | 53                            | 13950                   | As above.<br>Track level down Tsarap valley,<br>Cross river by ford about mile 3.  |
| A6                | Rachog-ba,<br>E.                        | 52G            | $\frac{10}{63}$               | 13400                   | S. T. nil ; G. and dung F. scanty ;<br>W. available.<br>Track as above. Pass Gian,<br>mile 2.  |
| A7                | Sumdo,<br>E.                            | do.            | $\frac{9}{72}$                | 15520                   | S. T. F. G. nil ; W. available.<br>Stiff and rough ascent to Lāchālūng<br>La, 16600 feet, mile 4. Easy<br>descent.   |
| A8                | Pang,<br>E.                             | do.            | $\frac{16}{88}$               | 15200                   | S. T. F. G. nil ; W. available.<br>Cross another easy pass, 16630<br>feet ; rough descent. Track then<br>leads over More plain.  |

| NUMBER OF STAGES. | NAMES OF STAGES.                   | MAP REFERENCE. | MILES.           |       | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|------------------------------------|----------------|------------------|-------|-------------------------|--|
|                   |                                    |                | INTER.           | TOTAL |                         |  |
| A9                | Rogchin<br>(Rukchin),<br><i>E.</i> | 52G            | $\frac{19}{107}$ |       | 15300                   | Sometimes <i>Changpa</i> camp. S. T. nil; F. G. very scanty; W. available.<br><br>Track turns north-west, up Debring valley.     |
| A10               | Debring,<br><i>E.</i>              | do.            | $\frac{14}{121}$ |       | 15780                   | See below.   |
| B5                | Sarchu<br>(Lingti),<br><i>E.</i>   | 52H            | 53               |       | 13950                   | See stage 5 above.<br><br>Track separates from Lāchālūng route at Gian, mile 12.   |
| B6                | Luntunnu,<br><i>E.</i>             | 52G            | $\frac{16}{69}$  |       | ..                      | S. T. nil; F. G. W. available.<br><br>Track continues down Tsarap valley. Pass hot spring, mile 3.                               |
| B7                | Takh,<br><i>E.</i>                 | do.            | $\frac{9}{78}$   |       | ..                      | Hamlet. S. T. nil; F. G. scanty; W. available.<br><br>Track ascends ravine. Steep ascent to Marang La, mile 4. Descent by gorge. |
| B8                | Lun,<br><i>E.</i>                  | do.            | $\frac{18}{96}$  |       | ..                      | Sometimes <i>Changpa</i> camp. S. T. F. nil or very scanty; G. W. available.<br><br>Cross several streams; track up Zara valley. |
| B9                | Sangtha,<br><i>E.</i>              | do.            | $\frac{9}{105}$  |       | ..                      | As for last stage.<br><br>Track sandy up wide valley. This march is long and tiring.   |
| B10               | Debring,<br><i>E.</i>              | do.            | $\frac{21}{126}$ |       | 15780                   | See below.   |

| NUMBER OF STAGES. | NAMES OF STAGES.  | MAP REFERENCE. | INTER. MILES.<br>TOTAL MILES. | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.  |
|-------------------|---|----------------|-------------------------------|-------------------------|---|
| 10                | Debring,<br><i>E.</i>                                     | 52G            | 121/126                       | 15780                   | <i>Changpa</i> camp. S. T. F. scanty ; G. W. available.<br><br>Track leads steeply up Debring ravine to Tagalaung La, 17,500 feet, mile 4. Descent stony but easy. Pass Tiarnak, mile 9.  |
| 11                | Gya,<br><i>C., E.</i>                                     | do.            | $\frac{15}{136/141}$          | 13500                   | Village and monastery. T. F. W. available ; small granary, otherwise S. G. nil.<br><br>Road good down l. bank Gya ravine. Pass Latho, mile 4, and Miru, mile 10.  |
| 12                | Upshi,<br><i>C., E.</i>                                   | do.            | $\frac{16}{152/157}$          | 11900                   | Village on l. bank Indus, here about 50 feet wide and swift. S. T. F. G. scanty ; W. available.<br><br>Road good by l. bank Indus. Cross Shang bridge near end of march. About mile 5, the Ugu bridge spans the Indus and remainder of journey may be made by r. bank (See Route 82). |
| 13                | Marsalang,<br><i>C., E.</i>                               | do.            | $\frac{10}{162/167}$          | 11500                   | Village. S. nil ; T. F. G. sometimes available ; W. available. Himis monastery lies 2 miles up ravine to south-west.<br><br>Road over sandy desert with few green patches. Country well cultivated near Shushot.  |
| 14                | Shushot,<br><i>C., E.</i>                                 | 52F            | $\frac{13}{175/180}$          | 10750                   | Village. S. T. F. G. W. available.<br><br>Going heavy in places. Cross Indus to r. bank by bridge at Chaglamsir, mile 8.  |
| 15                | Leh,<br><i>RH., C., E.,<br/>PO., TO.,<br/>Dispensary.</i> | do.            | $\frac{12}{187/192}$          | 11500                   | See Route 50.   |

Route 56. KAILANG (LĀHUL) to LEH, *via* CHĀR, ZĀSKAR and SHAPO-  
DAK LA—235 miles.

This is only passable when the rivers are low and is rarely used as a through route, unless it is especially desired to visit this part of the country. S. and T. are difficult to get; yaks can be taken part of the way. The route has not recently been revised, and details are lacking for some of the marches. The quarter-inch map shows the rough alignment of the road, but some of the stage names detailed below are not marked. Distances are very approximate.

From Chār, stage 8, a rough road leads down the Zāskar, *via* Reru, 22 miles, to Padam, 15 miles beyond. From Padam, Leh can be reached either by Route 54 or by the right bank of the Zāskar R. by two marches to Zozar, and then by a rough track over the mountains to the Charcha La and Khurna Sumdo, stage 15 of the route described below. Both these diversions add considerably to the length of the journey, and offer no advantages.

| NUMBER OF STAGES. | NAMES OF STAGES.  | MAP REFERENCE. | MILES.          |        | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.  |
|-------------------|---|----------------|-----------------|--------|-------------------------|---|
|                   |   |                | INTER.          | TOTAL. |                         |   |
|                   | Kailang (Lāhul),<br><i>RH., C., E., PO., TO., Dispensary.</i> | 52H            | ..              |        | 10100                   | } See Route 55.   |
| 1                 | Kulang (Kolang),<br><i>E.</i>                                 | do.            | $\frac{10}{10}$ |        | ..                      |   |
| 2                 | Darcha, (Sumdo),<br><i>C., E.</i>                             | do.            | $\frac{8}{18}$  |        | 10840                   | Village. S. T. F. G. W. moderate. This is the last village met with in Lāhul. Track leads up Kada Tokpo N. Coolies take 7 hours to next stage.      |
| 3                 | Dakbajan,<br><i>E.</i>  | do.            | $\frac{10}{28}$ |        | ..                      | S. T. nil; F. G. W. available. Track as before, no details. Coolies take 7 hours.   |
| 4                 | Ramjak,<br><i>E.</i>  | do.            | $\frac{10}{38}$ |        | ..                      | S. T. nil; F. G. scarce; W. available. Track very bad; coolies, 9 hours.  |
| 5                 | Lakong,<br><i>E.</i>  | do.            | $\frac{10}{48}$ |        | ..                      | S. T. F. nil; G. scarce; W. available. E. at south foot of pass. Cross Shīngkūn or Shingo La, 16722 feet; ascent easy. Coolies take about 11 hours. |
| 6                 | Kurgiakh,<br><i>E.</i>  | 52G            | $\frac{18}{66}$ |        | ..                      | Small Zāskar village. S. T. F. G. scarce; W. available. Cross to l. bank. Track improves. Coolies take 5 hours.                                     |

| NUMBER OF STAGES. | NAMES OF STAGES.                | MAP REFERENCE. | MILES.           |        | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|---------------------------------|----------------|------------------|--------|-------------------------|--|
|                   |                                 |                | INTER.           | TOTAL. |                         |  |
| 7                 | Tetha<br>(Thesur).<br><i>E.</i> | 52G            | $\frac{10}{76}$  |        | ..                      | Small village. S. T. nil; F. G. scarce; W. available.<br><br>Track as before. Cross rope bridge at end of stage.         |
| 8                 | Châr,<br><i>E.</i>              | do.            | $\frac{8}{84}$   |        | 12800                   | Village. S. T. F. G. W. moderate. Track rougher up Niri Chu.   |
| 9                 | Phûktal<br>Gonpa,<br><i>E.</i>  | do.            | $\frac{6}{90}$   |        | ..                      | Monastery. S. T. nil; F. G. W. moderate.<br><br>Track improves and is passable for laden yaks.                           |
| 10                | Yaytah,<br><i>E.</i>            | do.            | $\frac{8}{98}$   |        | ..                      | Hamlet. S. T. nil; F. G. W. procurable.<br><br>No details available. Pass Tantak Gonpa, mile 7.                          |
| 11                | Shadi,<br><i>E.</i>             | do.            | $\frac{11}{109}$ |        | ..                      | Village. S. T. nil; F. G. W. procurable.<br><br>Track passable for yaks over high spur; then descends again to Niri Chu. |
| 12                | Niri,<br><i>E.</i>              | do.            | $\frac{10}{119}$ |        | ..                      | S. T. nil; F. G. scarce; W. plentiful. No details available.   |
| 13                | Niri Sumdo,<br><i>E.</i>        | do.            | $\frac{12}{131}$ |        | ..                      | S. T. nil; F. G. scarce; W. plentiful. Stiff and difficult ascent and descent over Shapodak La, 18530 feet.              |
| 14                | Lapurba,<br><i>E.</i>           | do.            | $\frac{16}{147}$ |        | ..                      | S. T. nil; F. G. scarce; W. plentiful. Path very rough and difficult down Khurna Chu.                                    |
| 15                | Khurna<br>Sumdo,<br><i>E.</i>   | do.            | $\frac{8}{155}$  |        | ..                      | S. T. nil; F. G. scarce; W. plentiful. Path rough up Ruberung Chu. Cross Ruberung La; ascent and descent difficult.      |
| 16                | (Camp),<br><i>E.</i>            | do.            | $\frac{15}{170}$ |        | ..                      | S. T. nil; F. G. scarce; W. plentiful. No details available.   |

| NUMBER OF STAGES. | NAMES OF STAGES.  | MAP REFERENCE. | MILES.           |        | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|---|----------------|------------------|--------|-------------------------|--|
|                   |   |                | INTER.           | TOTAL. |                         |  |
| 17                | Markha,<br><i>E.</i>                                      | 52G            | $\frac{13}{183}$ |        | 12510                   | Village. S. T. nil; F. G. W. procurable.<br>Track descends Markha valley crossing many spurs and ravines.                        |
| 18                | Skio (Skin),<br><i>E.</i>                                 | 52F            | $\frac{18}{201}$ |        | 11120                   | Hamlet. S. T. nil; F. G. W. procurable.<br>Cross Kunda La, 16211 feet, mile 9; ascent and descent easy.                          |
| 19                | Rumbak<br>(Rumpack),<br><i>E.</i>                         | do.            | $\frac{14}{215}$ |        | ..                      | Hamlet. S. T. nil; F. G. W. procurable.<br>Fair track to Indus R., mile 8, then up river to mile 14. Cross bridge to right bank. |
| 20                | Pitok (Spitok),<br><i>RH., E.</i>                         | do.            | $\frac{15}{230}$ |        | ..                      | Village. S. T. F. G. W. available.<br>RH. very comfortable.<br>By the Treaty High Road (see Route 50).                           |
| 21                | Leh,<br><i>RH., C., E.,<br/>PO., TO.,<br/>Dispensary.</i> | do.            | $\frac{5}{235}$  |        | 11500                   | See Route 50.  |

Route 57. DANKHAR (SPITI) to LEH, *via* RUPSHU and DEBRING—  
237 miles.

The route given below is part of the through route from Simla to Leh *via* Spiti, Dankhar being 182 miles or 18 marches from Simla. Much of the road can be ridden, if good hill ponies are used. The route is not open till mid-June and is closed by October.

The route has not recently been revised, and its present condition is not known. There is an easy track in autumn leading from Kiangdom, stage 7, to Pang, stage A8 of Route 56, up the Phirse-fu. This may be closed earlier in the year by melting snow. It can be covered in three easy marches. Only the old reconnaissance surveys are available; these show the route roughly. Distances and heights are approximate only.

From Spiti there is a route into Tibet closed to Europeans.

|  |                                  |     |    |        |  |
|--|----------------------------------|-----|----|--------|--|
|  | Dankhar<br>(Spiti),<br><i>E.</i> | 52L | .. | 12,774 | Large village, fort, monastery, capital and headquarters of Nono of Spiti. S. T. F. G. W. plentiful.<br><br>Up Spiti valley l. bank. Path passable for Spiti ponies only. Cross Lingti bridge and other torrents. Pass Lithang, mile 8, and Lara, mile 9½. |
|--|----------------------------------|-----|----|--------|--|

| NUMBER OF STAGES. | NAMES OF STAGES.                           | MAP REFERENCE. | INTER. MILES.<br>TOTAL MILES. | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|--|----------------|-------------------------------|-------------------------|--|
| 1                 | <b>Kaja (Kaze),</b><br><i>E.</i>           | 52L            | $\frac{16}{16}$               | ..                      | Small village; good neighbourhood for Spiti ponies. S. T. F. G. available; W. plentiful.   |
|                   |  |                |                               |                         | o<br>Road as above up Spiti valley. Ford Shilla N. Pass Ki monastery, mile 6. One mile further on leave valley and ascend steadily.            |
| 2                 | <b>Kibar</b><br>(Khyipar),<br><i>E.</i>    | do.            | $\frac{12}{28}$               | 13400                   | Large village. S. T. F. G. available; W. plentiful. Path difficult. Ford Parilungbi N.   |
| 3                 | <b>Jughtha</b><br>(Jeigthag),<br><i>E.</i> | do.            | $\frac{12}{40}$               | 16000                   | S. T. nil; F. G. W. procurable. Steep and rocky ascent; cross glacier, impassable for ponies. Cross Parang La, 18300 feet.                     |
| 4                 | <b>Dutung,</b><br><i>E.</i>                | do.            | $\frac{10}{50}$               | 16000                   | S. T. nil; F. G. W. procurable. Track tolerable along Parang or Pare Chu, crossing many spurs and ravines to stage 6.                          |
| 5                 | <b>Umdung,</b><br><i>E.</i>                | do.            | $\frac{17}{67}$               | ..                      | S. T. nil; F. G. W. procurable. No details of route available.   |
| 6                 | <b>Narbu Sumdo,</b><br><i>E.</i>           | do.            | $\frac{20}{87}$               | 15300                   | S. T. F. nil; G. W. procurable. Road fair. Cross Phirse-fu and pass Chumik.  |
| 7                 | <b>Kiangdom,</b><br><i>E.</i>              | do.            | $\frac{11}{98}$               | 14900                   | South end of Tso Moriri. S. T. F. nil; G. W. scanty. W. in lake brackish. Along western shore of Tso Moriri.                                   |
| 8                 | <b>Karzok</b><br>(Khorzang),<br><i>E.</i>  | do.            | $\frac{14}{112}$              | 14900                   | Small village and monastery. S. T. scanty; F. G. W. available. Pass Peldo at north end of lake, mile 5.  |
| 9                 | <b>Shaksang,</b><br><i>E.</i>              | 52K            | $\frac{11}{123}$              | ..                      | S. T. nil; F. G. W. available. Leave Tso Kiagr lake, 1 mile to east. Cross easy Nanak La, mile 6. Easy ascent to Pölakonka La at end of march. |
| 10                | <b>Pölakonka La,</b><br><i>E.</i>          | do.            | $\frac{17}{140}$              | 16600                   | E. on pass. S. T. nil; G. scarce; F. W. available.<br><br>Easy descent by Pölakonka Fu. No water on the march.                                 |

| NUMBER OF STAGES. | NAMES OF STAGES.   | MAP REFERENCE. | INTER. MILES.<br>TOTAL MILES. | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE. |
|-------------------|--|----------------|-------------------------------|-------------------------|--|
| 11                | <b>Thugje,</b><br><i>E.</i>                                      | 52K            | $\frac{14}{154}$              | ..                      | S. T. nil; F. G. and spring W. available.    |
| 12                | <b>Debring,</b><br><i>E.</i>                                     | 52G            | $\frac{17}{171}$              | 15780                   | } See Route 55.                              |
| 13                | <b>Gya,</b><br><i>C., E.</i>                                     | do.            | $\frac{15}{186}$              | 13500                   |  |
| 14                | <b>Upshi,</b><br><i>C., E.</i>                                   | do.            | $\frac{16}{202}$              | 11900                   |  |
| 15                | <b>Marsalang,</b><br><i>C., E.</i>                               | do.            | $\frac{10}{212}$              | 11500                   |  |
| 16                | <b>Shushot,</b><br><i>C., E.</i>                                 | 52F            | $\frac{13}{225}$              | 10750                   |  |
| 17                | <b>Leh,</b><br><i>RH., C., E.,<br/>PO., TO.,<br/>Dispensary.</i> | do.            | $\frac{12}{237}$              | 11500                   | See Route 59.                                |

## PART III.—SECTION D.—CROSS ROUTES.

## Route 58. SÖPÖR to KĀGĀN.

via A.—BICHLA or GATTI GALI—114 miles.

B.—SHIKĀR GALI—120 miles.

Both the routes described below are passable for lightly laden animals from the end of July to September, though these will have to be unloaded in places. The second is the better and is used by traders in salt and ghi. Both passes are steep and only passable for coolies before the snow melts.

By following the Jāgrān valley beyond Shikār Baihk, stage B8, to Thōd Baihk, a pass, the Thōd Gali, 13977 feet, may be reached and crossed with coolies. The descent on the north side is steep and over snow. This leads to Butta Kundi, stage 8, of the main Abbottābād-Bābusar-Chilās road (Route 37).

At the head of the Jāgrān valley, a path leads over the Kālapāni glacier to the Kālapāni Gali, 14930 feet. The descent on the north side is down the Jora glacier valley to Burāwāi stage 9 of Route 37. This route is open only from July to September for lightly laden coolies.

There are other minor passes at the head of tributaries to the Kishanganga, but these are unimportant and only passable to lightly laden coolies.

Modern one-inch maps are available to the western watershed of Kashmir. Beyond the Gatti Gali, Shikār Gali, etc., a modern half-inch map exists.

| NUMBER OF STAGES. | NAMES OF STAGES.  | MAP REFERENCE. | MILES.          |        | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|---|----------------|-----------------|--------|-------------------------|--|
|                   |   |                | INTER.          | TOTAL. |                         |  |
| 1                 | Söpör,<br><i>RH., C., E.,<br/>PO., TO.,<br/>Dispensary.</i> | 43J/7          | ..              |        | 5230                    | Town, bazar, and headquarters of <i>zilla</i> . S. T. F. G. W. plentiful. Road good and passable for carts. Pass Siül, mile 4; thence by l. bank Pohru R. Cross Pohru bridge, mile 15.   |
|                   | Handawör,<br><i>E.</i>                                      | do.            | $\frac{16}{16}$ |        | 5230                    | Large village. S. T. F. G. W. available. Ford Tālar R., mile 2, and pass Wadapur on opposite bank, mile 3. Cross low hills from Tālar valley to Wārapur, mile 9, and several small irrigation channels in open plain. Cross to l. bank Kahmil R. by bridge, mile 14. Road easy for pack animals. |
| 2                 | Shūlūr,<br><i>E.</i>  | 43J/3          | $\frac{15}{31}$ |        | 5900                    | Village and old fort. S. T. F. G. W. available. Good road across cultivated plain to Hod Kol N. Pass Krālapur, mile 2, and follow r. bank Hod Kol to Milyāl, mile 8. Cross to l. bank.   |

| NUMBER OF STAGES. | NAMES OF STAGES.                   | MAP REFERENCE.   | INTER. MILES.<br>TOTAL MILES. | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|------------------------------------|------------------|-------------------------------|-------------------------|--|
| 3                 | Pharkīān,<br><i>E.</i>             | 43J/2            | $\frac{10}{41}$               | 6800                    | Village. S. T. F. G. W. available. Fair road to Pharkīān-ki-gali, 9,658 feet, mile 3. Graded descent to Kashar valley.   |
| 4                 | Pāthro,<br><i>E.</i>               | do.              | $\frac{10}{51}$               | 7600                    | Hamlet. S. T. nil; F. G. W. plentiful. Side streams bridged; road very fair down Kashar valley, r. bank. Cross to l. bank, mile $7\frac{1}{2}$ .   |
| 5                 | Kēran,<br><i>FRH., E.</i>          | 43F/14           | $\frac{9}{60}$                | 5000                    | See Route 40. Omit stage if through S. T. have been arranged. Ascend r. bank Kishanganga for $1\frac{1}{2}$ miles, then ascend Nagdara N. crossing to l. bank, mile 3. Road bad in places.   |
| 6                 | Kārka,<br><i>E.</i>                | do.              | $\frac{6}{66}$                | 7500                    | Hamlet. S. T. very scanty; F. G. W. available. Track degenerates; very bad in places. Ascend steeply to Bābūn Gali, 12208 feet, and cross head of Dumnāg N. to Jugshai Gali, 12650 feet. Track then traverses south face of Bābūn peak, descending gradually to Shāl in Jāgrān valley. |
| 7                 | Shāl,<br><i>E.</i>                 | do.              | $\frac{15}{81}$               | 7400                    | Hamlet. S. T. nil; F. G. W. available.   |
| A7                | Shāl,<br><i>E.</i>                 | 43F/14<br>43F/10 | 81                            | 7400                    | See above. Track improves. Up r. bank Jāgrān R. for 2 miles; then up Gatti N. Pass Domēl, mile 4. Ascent to Gatti or Bichla Gali, 14509 feet, mile 10, steep. Descent rough and rocky.   |
| A8                | Bichla,<br><i>E.</i>               | 43 F/NE          | $\frac{16}{97}$               | ..                      | Hamlet. S. T. nil; F. G. W. available. Track rough to Shikara valley, then improves. Join Route 37, mile 4, and follow it past Manaur, (M W B), mile 6. Good 7-foot pony road hence to Kāgin.  |
| A9                | Kāgān,<br><i>MWB., E.,<br/>PO.</i> | do.              | $\frac{17}{114}$              | 6750                    | See Route 37.  |

| NUMBER OF STAGES. | NAMES OF STAGES.           | MAP REFERENCE.   | MILES.           |        | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.  |
|-------------------|----------------------------|------------------|------------------|--------|-------------------------|---|
|                   |                            |                  | INTER.           | TOTAL. |                         |   |
| B7                | Shāl,<br><i>E.</i>         | 43F/14           | 81               |        | 7400                    | See above.<br>Track fair for ponies up r. bank Jāgrān R. Pass Kēnsi, mile 1½ and Khōriān, mile 3½. At mile 7½ turn west up Shukār N.                                      |
| B8                | Shikār Baihk,<br><i>E.</i> | 43F/14<br>43F/10 | $\frac{8}{89}$   |        | 10000                   | Hamlet. S. T. nil; F. G. W. available.<br>Track rougher. Steep ascent to and descent from Shikār Gali, 14038 feet, mile 6.  |
| B9                | Shikara Camp,<br><i>E.</i> | 43F/NE           | $\frac{10}{99}$  |        | ..                      | Camp in Shikara N. west of pass. S. T. nil; F. G. W. available.<br>Rough track down Shikara N. Join Route 58A, mile 4, and Route 37, mile 8. Thence good 7 ft. pony road. |
| B10               | Manaur,<br><i>MWB., E.</i> | do.              | $\frac{10}{109}$ |        | 5150                    | } See Route 37  |
| B11               | Kāgān,<br><i>MWB., E.</i>  | do.              | $\frac{11}{120}$ |        | 6750                    |   |

**Route 59.—SÖPÖR to BURĀWAI (KĀGĀN valley), via DUDHNIĀL and RATTI GALI—93 miles.**

Pack animals have been taken by this route throughout; but, though capable of improvement, it is difficult in many places.

From Dudhniāl, stage 5, there are several alternatives for coolie transport. By following the r. bank Kishanganga from Dudhniāl, for 9 miles up stream, two alternative routes to the Kāgān valley are practicable for lightly laden coolies; (a) by Chhanj Nār, Dhāriān Sar, Ratti Gali; (b) by Chhanjan Gali, Dūnga Gali, Jalkhad Gali.

By leaving the route described below at Dhāriān Baihk, stage 7, a somewhat easier route leads to the Patlōpāni Gali, (43F/13), 13624 feet. The descent on the north side is however more difficult.

Modern one-inch maps are available to the boundary of Kashmir. Beyond the Ratti Gali, a modern half-inch map has been recently published (1922).

|   |   |       |                 |      |  |
|---|---|-------|-----------------|------|--|
|   | Söpör,<br><i>RH., C., E.,<br/>PO., TO.,<br/>Dispensary.</i> | 43J/7 | ..              | 5230 | See Route 58.<br>Good road passable for carts. Pass Siül, mile 4; thence by l. bank Pohru R.   |
| 1 | Maidān<br>Tsögul,<br><i>E.</i>                              | do.   | $\frac{14}{14}$ | 5230 | Village. S. T. F. G. W. available.<br>Good unmetalled road passable for carts up l. bank Pohru R. Pass Wodhapur, mile 3. Nutnus, mile 4½. Khāragund RH., mile 8. |

| NUMBER OF STAGES. | NAMES OF STAGES.                         | MAP REFERENCE.   | MILES.          |        | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|--|------------------|-----------------|--------|-------------------------|--|
|                   |  |                  | INTER.          | TOTAL. |                         |  |
| 2                 | <b>Moghalpur,</b><br><i>E.</i>           | 43J/6            | $\frac{10}{24}$ |        | 5400                    | Village. S. T. F. G. with previous notice; W. plentiful.   |
|                   |  | 43J/2            |                 |        |                         | Good pony road. Cross Kahmil R. by bridges, and traverse cultivated fields of Alchazab and Ludurwan.   |
| 3                 | <b>Zurahōm,</b><br><i>E.</i>             | do.              | $\frac{8}{32}$  |        | 6200                    | Village. S. T. F. G. with previous notice; W. plentiful.<br><br>Fair pony road up Kuzipathar N. with easy ascent to Putakhan Gali, 9752 feet, mile 5. Gradual descent by Miriwāli N. through forest.                 |
| 4                 | <b>Jumēgand,</b><br><i>E.</i>            | do.              | $\frac{9}{41}$  |        | 7200                    | Huts. S. T. nil; F. G. W. plentiful.<br>Fair pony road down Jumēgand N.  |
| 5                 | <b>Dudhniāl,</b><br><i>E.</i>            | do.              | $\frac{8}{49}$  |        | 6000                    | Hamlet on l. bank Kishanganga. S. T. F. G. limited; W. plentiful. This stage can usually be omitted.<br>Fair road down either bank Kishanganga. Bridges both at Dudhniāl and Doāriān. Side streams bridged.          |
| 6                 | <b>Parli Doāriān,</b><br><i>FRH., E.</i> | do.              | $\frac{7}{56}$  |        | 5500                    | Small village. S. T. F. G. available in small quantities; W. plentiful.  |
|                   |  | 43F/14<br>43F/13 |                 |        |                         | Difficult track for laden ponies up Doāriān N. Last half of march almost impassable for animals.   |
| 7                 | <b>Dhariān Baihk,</b><br><i>F.</i>       | 43J/1            | $\frac{12}{68}$ |        | 10600                   | Huts. S. T. G. nil; F. W. available.<br>Track improves, but still rough and difficult for animals. Ascent and descent of Ratti Gali, 13564 feet, mile 7, not difficult. Fair track down Dhawartala N. or Jora Katha. |
| 8                 | <b>Jora,</b><br><i>E.</i>                | 43 F/NE          | $\frac{16}{84}$ |        | ..                      | S. T. nil; F. G. W. available.<br>Track as above. No details available.  |
| 9                 | <b>Burāwāi,</b><br><i>MWH., E.</i>       | do.              | $\frac{9}{93}$  |        | 9740                    | See Route 37.  |

Route 60.—ASTÖR to CHILĀS, *via* MAZENO or THOSHO passes—75 miles.

This route is difficult and needs some knowledge of mountain craft, though it was actually used by part of the Kashmir army in 1865, and has been frequently used by Chilāsīs in the past when raiding into the Astör district. Avalanches and falling stones are dangerous in the higher slopes of the Nanga Parbat spurs. Details are not available.

From Būnar, the old track leads over the Barai pass to the Kishanganga, but this is now rarely used, having been superseded by the new road by the Niat nala (see Route 39).

| NUMBER OF STAGES. | NAMES OF STAGES.                                       | MAP REFERENCE. | INTER. MILES.<br>TOTAL MILES. | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.  |
|-------------------|--|----------------|-------------------------------|-------------------------|---|
|                   | Astör  | 43I            | ..                            | 7200                    | See Route 41.   |
|                   | (Hasōra),<br>RH., IB., E.,<br>PO., TO.,<br>Dispensary. |                |                               |                         | By Routes 41 and 42 to mouth of Rūpal N., thence by rough track to Tarshing.  |
| 1                 | Tarshing,<br>E.  | do.            | 17<br>17                      | 9000                    | Small village and fort. S. T. F. G. limited; W. plentiful.<br>Rough track up Rūpal nala.  |
| 2                 | Kaonagod,<br>E.  | do.            | 14<br>31                      | ..                      | } No village S. T. F. G. il; W. available.<br>Track as before. Ascent steep and tiring over boulders to Mazeno or Thosho passes, both about 17500 feet. Descent steep to glacier, and over spurs to Būnar nala. |
| 3                 | Zamalbazi,<br>E.                                       | do.            | 12<br>43                      | ..                      |   |
| 4                 | Būnar,<br>E.   | do.            | 10<br>53                      | ..                      |   |
|                   |  |                |                               |                         | Fort and village. S. T. F. G. W. moderate.<br>Track rough and stony till the Gilgit-Chilās road is reached.   |
| 5                 | Būnar Parri,<br>RH., E.                                | do.            | 11<br>64                      | ..                      | See Route 38.   |
| 6                 | Chilās,<br>E., PO., TO.                                | do.            | 11<br>75                      | 4000                    | See Route 37.   |

Route 61.—ASTÖR to KARGIL, *via* DEOSAI plains—138 miles.

This route is only passable after the beginning of July; it is fairly easy for laden animals to Das, stage 6; thereafter the valley closes in and becomes almost impassable for baggage animals.

An alternative but rougher track leads from Das village in the Burzil valley, between Godhai and Chillam to Chumda-kut on the Deosai. A route leads from near Gunial up the Karpuchu N. to the Bari La and Deosai plains. In the higher altitudes and on the Deosai, *burtsa* and scanty juniper are the only fuel available.

The modern survey does not extend to this area and only the old quarter-inch maps are available.

| NUMBER OF STAGES. | NAMES OF STAGES.  | MAP REFERENCE. | INTER. MILES.<br>TOTAL MILES. | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|---|----------------|-------------------------------|-------------------------|--|
|                   | Astör (Hasōra),<br><i>RH., IB., E., PO., TO., Dispensary.</i> | 43I            | ..                            | 7200                    | } See Route 41.  |
| 1                 | Godhai,<br><i>RH., E.</i>                                     | do.            | $\frac{17}{17}$               | 9100                    |  |
| 2                 | Chillam,<br><i>RH., E., PO.</i>                               | 43M            | $\frac{16}{33}$               | ..                      | See Route 41.<br>Path leads up Chōrchu to Chōrohu La, mile 8. Ascent and descent fair.   |
| 3                 | Jerbarcho<br>(Cherosar),<br><i>E.</i>                         | 43N            | $\frac{11}{44}$               | ..                      | Camp by lakes. S. T. nil; F. G. scanty; W. plentiful.<br>Join Route 45 at mile $3\frac{1}{2}$ , and follow track to Chumda-kut. Short march. |
| 4                 | Chumda-kut,<br><i>E.</i>                                      | 43M            | $\frac{7}{51}$                | ..                      | Stone shelters. S. T. F. nil; G. in summer; W. plentiful.<br>Path follows the Kinawai N. south-east across the Deosai.                       |
| 5                 | Katasiri,<br><i>E.</i>  | 43N            | $\frac{15}{66}$               | ..                      | Stone shelters. S. T. F. nil; G. in summer; W. plentiful.<br>Path as above but more difficult towards end of stage.                          |
| 6                 | Das,<br><i>E.</i>   | do.            | $\frac{18}{84}$               | ..                      | Hamlet. S. T. nil; F. G. scanty; W. plentiful.<br>Track difficult for laden animals down l. bank Shigar R.                                   |
| 7                 | Gunial,<br><i>E.</i>  | do.            | $\frac{19}{97}$               | ..                      | Hamlet. S. T. nil; F. G. scanty; W. plentiful.<br>Cross Karpuchu N. Track very rough with many ascents and descents.                         |

| NUMBER OF STAGES. | NAMES OF STAGES.   | MAP REFERENCE. | MILES.           |        | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|--|----------------|------------------|--------|-------------------------|--|
|                   |  |                | INTER.           | TOTAL. |                         |  |
| 8                 | Ruia,<br><i>E.</i>   | 43N            | $\frac{10}{107}$ |        | ..                      | Hamlet. S. T. nil; F. G. scanty W. plentiful.<br>Track rough as before. Pass Shingo-Shigar junction, mile 8.                                   |
| 9                 | Dring,<br><i>E.</i>  | do.            | $\frac{13}{120}$ |        | ..                      | Small village. S. T. scanty; F. G. W. available in small quantities.<br>Track improves slightly. Pass Drās-Shingo (Shigar) confluence, mile 6. |
| 10                | Kirkitchu,<br><i>E.</i>                                      | 52B            | $\frac{10}{130}$ |        | ..                      | Large village. S. T. F. G. W. moderate.<br>Track as before. Cross Khara! suspension bridge, mile 4, and join main road to Leh. (Route 50).     |
| 11                | Kargil,<br><i>RH., C., E.,<br/>PO., TO.,<br/>Dispensary.</i> | do.            | $\frac{8}{138}$  |        | 8790                    | See Route 50.  |

**Route 62.—GURAIIS to KARGIL, via TILĒL and DRĀS—119 miles.**

There are several possible routes from Gurais to Kargil. Three are given in Routes 62 and 63. That *via* Tilēl, described below, is practicable for laden animals throughout, up to mid-June, when the snow bridges break, though loads have to be removed and carried by hand in a couple of bad places. Those described in Route 63 are only fit for coolie transport.

The detour in the first march avoids the difficult Kishanganga gorge above Gurais and is the easiest route into Tilēl. Bridges span the Kishanganga at Badogām and Badoāb.

From Badogām, a fair pony track leads up the tributary northwards, and crossing two passes, 14666 ft. and 14071 ft., respectively, descends to the Nāgai N. and Mini-marg. In places ponies must be unloaded and led. From Badoāb another fair pony track leads northwards to the Shingo valley.

Modern one-inch maps only extend to the Kāobal Gali in the 5th march; beyond this point only quarter-inch reconnaissance maps are available.

|  |        |    |      |  |
|--|--------|----|------|--|
| Gurais,<br><i>RH., E., PO.,<br/>TO., Dispensary.</i> | 43J/14 | .. | 7940 | See Route 41.<br>Follow Gilgit road to mile 4. Cross bridge and descend l. bank Burzil R. to Chorwan, mile 4½. Up Shaitān Daku N. for 1½ miles and ascend steep spur to south. Cross Achhu Chhish Gali, 11455 feet, mile 9. Descend steeply by Barnai N. to Kishanganga. |
|--|--------|----|------|--|

| NUMBER OF STAGES. | NAMES OF STAGES.  | MAP REFERENCE. | INTER. MILES.<br>TOTAL MILES.        | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.  |
|-------------------|---|----------------|--------------------------------------|-------------------------|---|
| 1                 | Kashpāt,<br><i>E.</i>                                       | 43J/14         | $\frac{13}{13}$                      | 8450                    | Small village. S. T. scanty; F. G. W. available.<br><br>Cross Kashpāt bridge and ascend r. bank Kishanganga or Tilēl R. Pass Zadge, mile 1, Purāna Tilēl, mile 2.                                 |
| 2                 | Badogām,<br><i>E.</i>                                       | 43N/2          | $\frac{8\frac{1}{2}}{21\frac{1}{2}}$ | 8950                    | Large village and thana. S. T. F. G. W. available.<br><br>Road good by r. bank Kishanganga.   |
| 3                 | Badoāb,<br><i>E.</i>  | do.            | $\frac{9\frac{1}{2}}{31}$            | 9250                    | Village and thana. S. T. F. G. W. moderate.<br><br>Good road; by r. bank to $\frac{1}{2}$ mile beyond Gujran, then cross by bridge to l. bank.  |
| 4                 | Abdullun,<br><i>E.</i>                                      | 43N/6          | $\frac{8}{39}$                       | 9800                    | Village. S. T. nil; F. G. W. available.<br>At mile 2, road turns southwards up Kināri Gāh, and ascends with rocky but easy gradient to Kāobal Gali, 13568 ft., mile 10. Descent easy and gradual. |
| 5                 | Koradgai,<br><i>E.</i>                                      | 43N            | $\frac{16}{55}$                      | ..                      | S. T. nil; F. G. W. available.<br>Track passes through an open valley.  |
| 6                 | Bhutkolan,<br><i>E.</i>                                     | do.            | $\frac{12}{67}$                      | ..                      | Hamlet. S. T. precarious; F. G. W. available.<br>Track passes through a narrow gorge with precipices on either side as far as Mushk. Then more open.  |
| 7                 | Drās,<br><i>RH., C., E.,<br/>PO., TO.</i>                   | do.            | $\frac{16}{83}$                      | 10144                   | } See Route 50.   |
| 8                 | Shimsa Khārbu,<br><i>RH., C., E.</i>                        | do.            | $\frac{21}{104}$                     | 9250                    |   |
| 9                 | Kargil,<br><i>RH., C., E.,<br/>PO., TO.,<br/>Dispensary</i> | 52B            | $\frac{15}{119}$                     | 8790                    |   |

## Route 63. GURAIŠ to KARGIL,

via A.—the SHINGO valley—122 miles.

B.—the SHINGO valley and DRĀS—125 miles.

There are no bridges in the Shingo valley, and the traveller may be delayed by flood water from the melting snows or after heavy rain. For fuller details of stages B5-B7 see Route 49B, where the track is described in the opposite direction.

Modern one-inch maps only extend to the Deosai pass in the third march. Thereafter only quarter-inch reconnaissance maps are available.

| NUMBER OF STAGES. | NAMES OF STAGES.                                 | MAP REFERENCE.   | MILES. |          | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.  |
|-------------------|--|------------------|--------|----------|-------------------------|---|
|                   |  |                  | INTER. | TOTAL.   |                         |   |
| 1                 | Gurais,<br><i>RH., E., PO., TO., Dispensary.</i> | 43J/14<br>43J/13 | ..     |          | 7940                    | See Route 41.   |
|                   | Peshwāri,<br><i>RH., E.</i>                      | 43N/1            |        | 14<br>14 | 9000                    | Hamlet. S. T. nil; F. W. available; G. in summer.<br><br>Road continues with easy gradient up open valley. Cross Rathak bridge, mile 5; pass Minimarg, (PO., TO.), mile 6, and leave Gilgit road. Cross Burzil bridge and ascend r. bank Nāgai N. |
| 2                 | Nāgai,<br><i>E.</i>                              | do.              |        | 10<br>24 | 9900                    | Huts. S. T. nil; F. G. W. available.<br>Good track up Nāgai glen and easy crossing of Deosai pass, 12353 feet, mile 9.  |
| 3                 | Domēl,<br><i>E.</i>                              | 43N              |        | 12<br>36 | ..                      | S. T. nil; F. G. scanty; W. available.<br><br>Down Shingo valley r. bank, by fair track which is better than that on 1.   |
| 4                 | Shingo Camp,<br><i>E.</i>                        | do.              |        | 10<br>46 | ..                      | S. T. nil; F. G. scanty; W. available.<br><br>Down Shingo valley r. bank. Pass Gultan hamlet, mile 10.  |
| 5                 | Sumalo,<br><i>E.</i>                             | do.              |        | 15<br>61 | ..                      | Hamlet. S. T. nil; F. G. W. available.<br><br>Near Sumalo two tracks diverge; one leads direct to Kargil; the other to Drās.  |

| NUMBER OF STAGES. | NAMES OF STAGES.   | MAP REFERENCE. | INTER. MILES. | TOTAL MILES. | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.  |
|-------------------|--|----------------|---------------|--------------|-------------------------|---|
|                   |  |                |               |              |                         |   |
| A5                | Sumalo,<br><i>E.</i>   | 43N            | 61            |              | ..                      | Hamlet. S. T. nil; F. G. W. available.<br>Cross to l. bank Shingo R. Track gets rougher and in places is only passable for laden animals with much difficulty.  |
| A6                | Fransart,<br><i>E.</i>                                       | do.            | 10<br>71      |              | ..                      | Hamlet. S. T. nil; F. G. W. available.<br>Recross to r. bank. Track improves but is rough in places. Pass a few hamlets.  |
| A7                | Dring,<br><i>E.</i>  | do.            | 19<br>90      |              | ..                      | Small village. S. T. scanty; F. G. W. available.<br>Track as above. Pass Shigar-Drās confluence, mile 6, and ascend latter river to Tashgām suspension bridge. Cross Drās R. and descend r. bank by Treaty road (Route 50). |
| A8                | Shimsa<br>Khārbu,<br><i>RH., C., E.</i>                      | do.            | 17<br>107     |              | 9250                    | } See Route 50.   |
| A9                | Kargil,<br><i>RH., C., E.,<br/>PO., TO.,<br/>Dispensary.</i> | 52B            | 15<br>122     |              | 8790                    |   |
| B5                | Sumalo,<br><i>E.</i>   | 43N            | 61            |              | ..                      | See above. For further details see Route 49B stage 3—2.<br>Good track up Gultari-chu or Mūndi N. to Marpo La. Ascent and descent of pass easy.  |
| B6                | Marpo,<br><i>E.</i>  | do.            | 18<br>79      |              | ..                      | S. T. nil; F. G. W. available.<br>See Route 49B stage 2—1.<br>Track fair over high rocky spurs.   |
| B7                | Drās,<br><i>RH., C., E.,<br/>PO., TO.</i>                    | do.            | 11<br>90      |              | 10144                   | } See Route 50.   |
| B8                | Shimsa Khārbu,<br><i>RH., C., E.</i>                         | do.            | 20<br>110     |              | 9250                    |   |
| B9                | Kargil,<br><i>RH., C., E.,<br/>PO., TO.,<br/>Dispensary.</i> | 52B            | 15<br>125     |              | 8790                    |   |

Route 64. SŌNAMARG to GURAIŚ, *via* TILĒL valley—59 miles.

The route described below is fit for lightly laden hill ponies throughout. The first march is rough going, as is the fourth.

From stage 3, a pony route leads steeply over a spur through birch forest to the head of the Satsar N.; thence by the Satsaran Gali, 12072 feet, and lakes, and over the Zaji-bāl Gali, 13450 feet, to Gangabal lake. A pony track leads from here by the eastern slopes of the Harāmukh massif to the Wāngat nala and Sind river near Kangan. This route is fit for lightly laden ponies, and can be ridden almost the whole way; but it is slippery and practically impassable in wet weather (see Route 67).

| NUMBER OF STAGES. | NAMES OF STAGES.                 | MAP REFERENCE. | INTER. MILES.<br>TOTAL MILES.         | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.  |
|-------------------|----------------------------------|----------------|---------------------------------------|-------------------------|---|
|                   | Sŏnamarg,<br>C., E., PO.,<br>TO. | 43N/7          | ..                                    | 8750                    | See Route 50.<br>Rough path leads from r. bank Sind R. opposite Sŏnamarg E. by Lashimarg and grassy valley of Nichinai. Pass Galwānpāl at $4\frac{1}{2}$ miles.   |
| 1                 | Nichinai,<br>E.                  | 43N/3          | $\frac{8}{8}$                         | 11900                   | Grazing ground. S. T. nil; F. G. W. available.<br>Steep ascent to Nichinai Bar (pass), 13387 ft., and easy descent. Pass Hiram Pathri gujar huts. Skirt spur to north-west of Vishan Sar; cross stream to l. bank.  |
| 2                 | Vishan Sar,<br>E.                | do.            | $\frac{8}{16}$                        | 12500                   | Camp between two lakes. S. T. nil; juniper F. G. W. available. Steady ascent past Krishan Sar to pass, 13749 ft.; steep descent from limestone ridge down Gādsar N. Pass Gād Sar tarn, mile 5.  |
| 3                 | Gādsar Camp,<br>E.               | do.            | $\frac{9}{25}$                        | 10900                   | E. near mouth of ravine leading to Mashīd Gali. S. T. nil; F. G. W. available.<br>Up steep, narrow and slippery gorge to Mashīd Gali, 13639 ft., then descend another rocky gorge. Cross Raki Sin or Lohun N., mile $5\frac{1}{2}$ , and ascend steeply to Lāhtu ridge. Steep descent through forest. |
| 4                 | Badogām,<br>E.                   | 43N/2          | $\frac{12\frac{1}{2}}{37\frac{1}{2}}$ | 8950                    | Large village and thana. S. T. F. G. W. available. A bridge here spans the Kishanganga. Road good for laden animals down r. bank Kishanganga. Pass Purāna TilĒl, mile $6\frac{1}{2}$ , and Zadge, mile $7\frac{1}{2}$ . Cross Kashpāt bridge over side stream.  |

| NUMBER OF STAGES. | NAMES OF STAGES.                             | MAP REFERENCE. | INTER. MILES.<br>TOTAL MILES. | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.  |
|-------------------|--|----------------|-------------------------------|-------------------------|---|
| 5                 | Kashpāt,<br>E.                               | 43J/14         | 8 $\frac{1}{2}$<br>46         | 8450                    | Small village. S. T. scanty; F. G. W. available.<br>Descend Kishanganga by r. bank for $\frac{3}{4}$ mile, then ascend Barnai N. to mile 2 $\frac{1}{4}$ . Ascend spur to Achhu Chhish Gali, mile 4, 11455 ft. Descend steeply through forest to Shaitān Daku N. and Chorwan village, mile 8 $\frac{1}{4}$ . Ascend l. bank Burzilstream to bridge, mile 9; cross bridge and descend r. bank. |
| 6                 | Gurais,<br>RH., E., PO.,<br>TO., Dispensary. | do.            | 13<br>59                      | 7940                    | See Route 41.   |

Route 65. ISLĀMĀBĀD to AMARNĀTH, *via* PAHLGĀM and

A.—SHISHRAM NĀG—60 miles.

B.—ASTĀNMARG—56 miles.

This is part of the great pilgrim route to the sacred cave of Amarnāth. The pilgrimage takes place during August, when the route is used by thousands of *sadhus* and others from all parts of India. 65A is normally taken on the outward journey, 65B often on the return. The latter is rougher but shorter than the former.

The road to Pahlgām is now fit for light motor traffic in fine weather. It has as yet not been metalled and is not passable for cars in wet weather. In July and August, many European visitors camp at Pahlgām and some English stores are available.

Amarnāth cave may be reached from Bāltal in the Sind valley before June, when the snow bridges, upon which the journey depends, begin to thaw. The journey has been made as late as September with coolies, but at great risk. It may also be reached from Gumber dāk hut near the summit of the Zōji La. This route crosses a pass above the cave, 15208 ft. high, and is only passable for coolie transport. If going northwards, it is difficult to locate the exit from Amarnāth. There is a route for lightly laden coolies, from Amarnāth northwards to Minimarg (Drās). It follows the Amarnāth ravine to a glacier at its head, below a high peak (17871 ft.); crosses the glacier near the snout; descends over rocks on the r. side to a gorge (camp); thence leads down the gorge to the Vachgarga or Sukr N. which is followed by means of snow bridges.

From Astānmarg and Harwart foot-paths lead over the Hiurbagwan and Dāncēran passes to Har Nag, whence the Sind R. is reached at Bāltal before the snow bridges melt in June. (See Route 66 C.)

|   |                    |    |      |   |
|---|--------------------|----|------|---|
| Islāmābād,<br>RH., C., E.,<br>PO., TO.,<br>Hospital,<br>Dispensary. | 430/2<br><br>430/1 | .. | 5240 | Town, bazar, headquarters of district. Sulphur springs. S. T. F. G. W. ample. RH. at Khānabal. Good unmetalled road up Lidar valley l. bank, through level fertile country, with bridged irrigation cuts. Pass springs, caves and temple of Bawan, mile 4 $\frac{1}{2}$ , and round spur, mile 6. |
|---|--------------------|----|------|---|

| NUMBER OF STAGES. | NAMES OF STAGES.                  | MAP REFERENCE.         | INTER. MILES.<br>TOTAL MILES.         | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.  |
|-------------------|-----------------------------------|------------------------|---------------------------------------|-------------------------|---|
| 1                 | Aish Makām,<br><i>E.</i>          | 43O/5                  | $\frac{14\frac{1}{2}}{14\frac{1}{2}}$ | 6070                    | Large village; old shrine and monastery. Old copper mines at Harpat Nāg. S. T. F. G. W. available.<br><br>Valley contracts. Road as above to Batakūt, mile 6. Pass Ganshibal, mile 10, chief stage of pilgrimage.   |
| 2                 | Pahlgām<br><i>E., P.O.</i>        | 43N/8                  | $\frac{11\frac{1}{2}}{26}$            | 7000                    | Cluster of villages, $1\frac{1}{2}$ miles beyond P.O., <i>E.</i> and church.<br><br>Good road for laden animals up <i>E.</i> Lidar R. Cross to <i>r.</i> bank at Pahlgām village. Pass Phras-lun, mile 6; thence through wooded slopes.                                 |
| 3                 | Tānin (Tsan-danwar),<br><i>E.</i> | do.                    | $\frac{10}{36}$                       | 9500                    | S. T. nil; F. G. W. plentiful.  |
| A3                | Tānin,<br><i>E.</i>               | 43N/8                  | 36                                    | 9500                    | S. T. nil; F. G. W. plentiful. Road ascends 1500 feet to hillside above gorge at Piūsh. Pass Zāijpal grazing grounds, mile $4\frac{1}{2}$ .   |
| A4                | Shishram<br>Nāg,<br><i>E.</i>     | do.<br>43N/12<br>43N/8 | $\frac{8}{44}$                        | 11730                   | Lake. S. T. nil; G. W. and juniper F. plentiful. Skirt north shore of Shishram Nāg. Stony ascent to Sāskat ridge. Descent easy to headwaters of Sind R. Cross Vāojan Pantsāl Gali, 13840 feet, mile $3\frac{1}{2}$ . Ford stream several times, in July deep and swift. |
| A5                | Panjtarni,<br><i>E.</i>           | 43N/12                 | $\frac{11}{55}$                       | 12000                   | S. T. nil; G. W. and juniper F. plentiful. A short cut fit for coolies only with steep ascent leads up to Bhairo Ghāti pass, 14350 feet, and descends to Amarnāth cave. Pony track leads from Panjtarni down Sind R. and ascends Amarnāth Nār.                          |
| A6                | Amarnāth<br>Cave,<br><i>E.</i>    | do.                    | $\frac{5}{60}$                        | 12729                   | S. T. F. G. W. as above.  |

| NUMBER OF STAGES. | NAMES OF STAGES.         | MAP REFERENCE. | MILES.  |       | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|--------------------------|----------------|---------|-------|-------------------------|--|
|                   |                          |                | INTER.  | TOTAL |                         |  |
| B3                | Tānin,<br>E.             | 43N/8          | 36      |       | 9500                    | S. T. F. G. W. as above. Ascend tributary of Lidar to Astānmarg. Track rough in places but passable for laden animals.   |
| B4                | Astānmarg,<br>E.         | do.            | 6<br>42 |       | 10800                   | Gujar huts and extensive grazing grounds. S. T. nil; F. G. W. plentiful. Ascend east branch of tributary to Sāskat Gulu, 13860 feet, mile 1½. Easy descent to Panjtarni. |
| B5                | Panjtarni,<br>E.         | 43N/12         | 9<br>51 |       | 12000                   | } See Route A above.   |
| B6                | Amarnāth,<br>Cave,<br>E. | do.            | 5<br>56 |       | 12729                   |  |

## Route 66. PAHLGĀM (LIDAR valley) to SIND valley,

via A.—SEKIWĀS—36 miles.

B.—SARIBĀL—33 miles.

C.—HAR NĀG—34 miles.

There are several possible tracks and passes between the Lidar and Sind valleys. In August and September baggage ponies can be taken by Route 66A. Coolies only should be taken by the other routes described. Supplies should be carried for the through journey. Route 66C closes in June when the snow bridges have thawed.

From the Kolahoi glacier, return journeys to Pahlgām may be made to Ārau either by the western glacier and Katarnāg, or by the eastern glacier to Har Nāg. These require some knowledge of rope work, as crevasses may be expected. The Sind valley may also be reached by Route 65 before the snow bridges, below Panjtarni, melt in June.

At mile 5 beyond Lidarwat, a foot-path leads up the Rewil Nār to either the Gumbar Gali at its head, or to the Basmai Gali, 13,885 ft. The former leads to Kulan and the latter to Gagangiyer in the Sind valley. The going is very rough even for foot-travellers, but the distance from the Lidar to the Sind can be covered in one long march.

In Route 66C, if marching from Bāltal to Pahlgām, it is advisable to make two marches to Har Nāg and omit the halt at Ārmiun. A short cut from the latter place leads over the Korapathar pass to the east Lidar valley.

|  |                     |       |    |  |      |   |
|--|---------------------|-------|----|--|------|---|
|  | Pahlgām,<br>E., PO. | 43N/8 | .. |  | 7000 | See Route 65.<br>Good pony road up west Lidar valley, east bank. Pass Mond-tan, mile 4. |
|--|---------------------|-------|----|--|------|---|

| NUMBER OF STAGES, | NAMES OF STAGES.                       | MAP REFERENCE. | MILES.          |        | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.  |
|-------------------|--|----------------|-----------------|--------|-------------------------|---|
|                   |  |                | INTER.          | TOTAL. |                         |   |
| 1                 | Ārau,<br><i>E.</i>                     | 43N/8          | $\frac{7}{7}$   |        | 7920                    | Small village. S. T. scanty; F. G. W. available. Road rougher. Valley enclosed, wooded in parts. Cross to r. bank at end of march.  |
| 2                 | Lidarwat,<br><i>E.</i>                 | 43N/4          | $\frac{7}{14}$  |        | 9000                    | E. good on r. bank. S. T. nil; F. G. W. plentiful.  |
| A2                | Lidarwat,<br><i>E.</i>                 | 43N/4          | 14              |        | 9000                    | See above. Ascend Sekiwās N. Pass Dāndabari huts, mile $2\frac{1}{2}$ .   |
| A3                | Sekiwās,<br><i>E.</i>                  | do.            | $\frac{6}{20}$  |        | 11250                   | S. T. nil; G. W. F. (juniper) available. Path up valley northwards and across stony Yamhār pass, 13,448 ft., mile $4\frac{1}{2}$ . Easy descent.  |
| A4                | Khem Sar,<br><i>E.</i>                 | do.            | $\frac{7}{27}$  |        | 12000                   | Lake. S. T. F. nil; G. W. available. Skirt Zaiwain spur and descend steeply through forest. Cross Sind R. bridge at end of stage.   |
| A5                | Kulan<br>(Sind valley),<br><i>E.</i>   | 43N/3          | $\frac{9}{36}$  |        | 7300                    | Village. S. T. from July to September; F. G. W. plentiful. See Route 50.  |
| B2                | Lidarwat,<br><i>E.</i>                 | [43N/4         | 14              |        | 9000                    | See above.* Up r. bank Lidar R. through pine and birch forest for 2 miles. Valley then becomes more barren.   |
| B3                | Kolahoi,<br><i>E.</i>                  | 43N/8          | $\frac{10}{24}$ |        | 11200                   | E. near Kolahoi north glacier snout. S. T. nil; F. G. W. available. Start early. Track ascends steep spur north of valley to Saribal pass, 14442 ft., and descends more easily on north side. Ridge strewn with large boulders; going very tiring. Coolies 8 hours. |
| B4                | Saribal<br>(Sind valley),<br><i>E.</i> | 43N/7          | $\frac{9}{33}$  |        | 9200                    | Village. S. T. nil; F. G. W. available. See Rout 50.  |

| NUMBER OF STAGES. | NAMES OF STAGES.                            | MAP REFERENCE. | MILES.          |        | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.  |
|-------------------|---|----------------|-----------------|--------|-------------------------|---|
|                   |   |                | INTER.          | TOTAL. |                         |   |
| C1                | Pahlgām,<br><i>E., PO.</i>                  | 43N/8          | ..              |        | 7000                    | See Route 65.<br>See Route 66A, above.  |
|                   | Ārau,<br><i>E.</i>                          | do.            | $\frac{7}{7}$   |        | 7920                    | Small village. S. T. scanty. F. G. W. available.<br>Fair pony track up Ārmiun valley, which is very confined and wooded.  |
| C2                | Ārmiun,<br><i>E.</i>                        | do.            | $\frac{7}{14}$  |        | 10300                   | Gujar hamlet. S. T. nil; F. G. W. available.<br>Track degenerates and becomes too rough for pack animals. Pass Nāfrōn huts, mile 2; cross easy Hari Gali, 12729 ft., mile 4. Easy descent to Har Nāg. |
| C3                | Har Nāg,<br><i>E.</i>                       | do.            | $\frac{5}{19}$  |        | 12270                   | Lake. S. T. nil; F. G. W. plentiful.<br>Down valley; track easy but dependent on snow bridges. Rocky in places and impassable for pack animals.   |
| C4                | Bāltal (Sind valley),<br><i>RH., C., E.</i> | 43N/7          | $\frac{15}{34}$ |        | 9450                    | Dāk huts. S. T. nil; F. G. W. available.  |

**Route 67. KANGAN (SIND valley) to BADOĠĀM (TILĒL),**  
via WĀNGAT N. and GANGABAL lake—47½ miles.

In dry fine weather this route is passable for lightly laden pack animals but not after rain when it becomes very slippery. The Hindu pilgrimage to Gangabal lake takes place during August.

Routes lead from Gangabal lake by the Lolgul pass, 13294 feet, to the Wular lake, by the Erin N. and Bod Kol. Neither is passable for ponies.

|   |                                    |        |               |  |      |   |
|---|------------------------------------|--------|---------------|--|------|---|
| 1 | Kangan,<br><i>RH., C., E., PO.</i> | 43J/15 | ..            |  | 5800 | See Route 50.<br>Good road for pack animals by either bank of Wāngat N. to mile 5, where is a bridge. Hence west bank road is best.   |
|   | Wāngat,<br><i>E.</i>               | do.    | $\frac{6}{6}$ |  | 6900 | Village. S. T. F. G. W. available.<br>Road fair by r. bank to temple ruins, mile 3. Ascend mountain-side to above tree limit and round spur to Trunkhal huts, mile 7. Very slippery going in wet weather. |

| NUMBER OF STAGES. | NAMES OF STAGES.                  | MAP REFERENCE. | MILES.                                |        | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|-----------------------------------|----------------|---------------------------------------|--------|-------------------------|--|
|                   |                                   |                | INTER.                                | TOTAL. |                         |  |
| 2                 | Gangabal,<br><i>E.</i>            | 43J/15         | $\frac{11}{17}$                       |        | 11720                   | Lake. S. T. F. nil; G. W. available.<br>Steep ascent to Zajibal Gali, 13,450 ft., barely practicable for lightly laden ponies. Descent to Satsaran N. steep. |
| 3                 | Mengandob,<br><i>E.</i>           | do.            | $\frac{6}{23}$                        |        | 12000                   | Lake. S. T. F. nil; G. W. available.<br>Cross Satsaran Bar pass, 12072 feet. Traverse spur to Gādsar N.  |
| 4                 | Gādsar Camp,<br><i>E.</i>         | 43N/3          | $\frac{12}{35}$                       |        | 10900                   | } See Route 64.  |
| 5                 | Badogām,<br>(Tilēl),<br><i>E.</i> | 43N/2          | $\frac{12\frac{1}{2}}{47\frac{1}{2}}$ |        | 8950                    |  |

## Route 68. PAHLGĀM (LIDAR valley) to SOKHNIZ (WARDWAN valley),

*via* A.—SŌNASAR GULU—28 miles.

B.—SHĪSHRAM NĀG and GULŌL GALI—37 miles.

Two alternatives are given below. 68A is only fit for coolie transport, though ponies may be used as far as Zāijpal. 68B is just practicable for lightly laden ponies with care but they require assistance over bad places. Supplies should be carried for the whole journey, and practically none are available at Sokhniz.

|    |                                       |              |                                       |  |       |  |
|----|---------------------------------------|--------------|---------------------------------------|--|-------|--|
|    | Pahlgām,<br><i>E., PO.</i>            | 43N/8        | ..                                    |  | 7000  | See Route 65.<br>By Route 65 past Tānin, mile 10.<br>Ascend 1500 feet above river to avoid gorge at Piūsh.   |
| A1 | Zāijpal or<br>Burzulkut,<br><i>E.</i> | do.<br>43O/5 | $\frac{14\frac{1}{2}}{14\frac{1}{2}}$ |  | 11080 | Grazing grounds. Best <i>E.</i> across river near Burzulkut huts. S. T. nil; F. G. W. plentiful.<br>Ford Lidar R. and ascend Sōnasar N. Track rough and only passable for coolies. Pass Sōna Sar lake and ascend snow slopes and small glacier to Sōnasar Gulu, 14411 feet, mile 6. Descent steep for 800 feet, then easier. Pass Nāginpathar huts mile 9. |

| NUMBER OF STAGES. | NAMES OF STAGES.                     | MAP REFERENCE. | MILES.                     |        | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|--------------------------------------|----------------|----------------------------|--------|-------------------------|--|
|                   |                                      |                | INTER.                     | TOTAL. |                         |  |
| A2                | Sokhniz,<br><i>E.</i>                | 43O/9          | $\frac{13\frac{1}{2}}{28}$ |        | 9090                    | Village. S. T. nil; F. G. W. available.  |
|                   | Pahlgām,<br><i>E., PO.</i>           | 43N/8          | ..                         |        | 7000                    | } See Route 65.  |
| B1                | Tānin<br>(Tsandan-war),<br><i>E.</i> | do.            | $\frac{10}{10}$            |        | 9500                    |  |
| B2                | Shishram<br>Nāg,<br><i>E.</i>        | do.            | $\frac{8}{18}$             |        | 11730                   | Lake. S. T. nil; G. W. and juniper F. plentiful.<br><br>Skirt north shore of Shishram Nāg to Vāojan. Turn up side valley to Gulōl Gali, 14454 ft. Crossing is over shale or snow and troublesome for animals. Descend Gulōl N. |
| B3                | Rangmarg,<br><i>E.</i>               | 43N/12         | $\frac{10}{28}$            |        | 10356                   | S. T. nil; F. G. W. available. Ascend above cliffs on r. bank Sain valley. Pass Katwāryen and junction of Bat Kol valley, mile 2. Road thereafter improves. (See Route 51.)  |
| B4                | Sokhniz,<br><i>E.</i>                | 43O/9          | $\frac{9}{37}$             |        | 9090                    | Village. S. T. nil; F. G. W. available.  |

Route 69. DRĀS to ZĀSKAR, *via* UMBA LA, SURU and PENSI LA—158 miles.

The route from Drās over the Umba La is passable for pack ponies and yaks with some difficulty, especially in early summer and after snow. Only the quarter-inch map is available, and the mountains south-west of the Umba La are inaccurately shown on this.

|   |                                      |     |               |  |       |   |
|---|--------------------------------------|-----|---------------|--|-------|---|
|   | Drās<br><i>RH., C., E., PO., TO.</i> | 43N | ..            |  | 10144 | See Route 50.<br>Long, gradual, rough ascent to Lāmagus La, 14000 feet, mile 6. Easy descent. |
| 1 | Franwari,<br><i>E.</i>               | do. | $\frac{9}{9}$ |  | ..    | S. T. nil; F. G. W. available. Easy ascent to Umba La, 14800 feet, mile 4. Steep descent.     |

| NUMBER OF STAGES. | NAMES OF STAGES.                | MAP REFERENCE. | INTER. MILES.<br>TOTAL MILES. | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.  |
|-------------------|---------------------------------|----------------|-------------------------------|-------------------------|---|
| 2                 | Umba,<br><i>E.</i>              | 43N            | $\frac{9}{18}$                | 11300                   | Hamlet. S. T. scanty or nil; F. G. W. moderate. Track rough and bad for animals down Nakpo-chu, which has to be forded halfway.   |
| 3                 | Sankhu,<br><i>E.</i>            | do.            | $\frac{9}{27}$                | 9970                    | Hamlet at Suru-Nakpo confluence. S. T. scanty; F. G. moderate; W. plentiful. Fair track up Suru l. bank; cross stony spur and rock staircase.   |
| 4                 | Suru,<br><i>E.</i>              | do.            | $\frac{15}{42}$               | 10700                   | } See Route 51.   |
| 5                 | Gulmatūngo,<br><i>E.</i>        | 52B            | $\frac{18}{60}$               | ..                      |   |
| 6                 | Ringdom,<br><i>E.</i>           | do.            | $\frac{17}{77}$               | ..                      |   |
| 7                 | Ringdom<br>Sankpo,<br><i>E.</i> | 52C            | $\frac{13}{90}$               | ..                      | See Route 51.<br>Track easy and fit for ponies. The mosquitos are very vicious between Ringdom and the Pensi La, particularly in July.<br>E. at junction of Chilung La route. S. T. F. G. nil; W. plentiful. (See Route 53.)<br>Track rough, but easy. Gradient generally easy to Pensi La, 14,439 feet, mile 11. Descent easy. |
| 8                 | Trakkar,<br><i>E.</i>           | do.            | $\frac{16}{106}$              | ..                      | S. T. nil; F. G. W. plentiful. Track much used and fit for ponies. Pass Hagshu, mile 9, where an almost abandoned route joins from south. (See Route 54.)   |
| 9                 | Abring,<br><i>E.</i>            | do.            | $\frac{20}{126}$              | 12000                   | Two distinct villages. S. T. F. G. fair; W. plentiful. A few ponies available. Road good down Doda valley, l. bank. During July ponies and yaks come to pasture.█   |
| 10                | Phe,<br><i>E.</i>               | do.            | $\frac{12}{138}$              | 11500                   | Village. S. T. F. G. W. fair. A few ponies obtainable, coolies easily procurable. Fair track. At Tungring join Route 54.  |
| 11                | Padam<br>(Zāskar),<br><i>E.</i> | do.            | $\frac{20}{158}$              | 11373                   | Former capital of Zāskar. S. T. F. G. W. available.   |

## Route 70. GILGIT to SKĀRDU,

via A.—the INDUS valley—150 miles.

B.—the INDUS valley and STAK LA—165 miles.

The route leads through the Indus gorges and is difficult; pack animals cannot yet be taken through, though a bridle path is said to be constructed part of the way (1922). Some of the path is laid on pegs and props high above the river and the traveller needs a "good head" for heights. For the greater part of the way a track exists also on the left bank of the Indus; this is rougher than that described, the *parris* more numerous, difficult and dangerous. If travelling from Skārdū to Gilgit change transport from ponies to coolies at Bagicha, between Tungas and Dasu.

If travelling from Skārdū to Gilgit, the traveller should obtain authority from the Tahsildar of Skārdū to obtain his transport at Stak, since none is obtainable between this place and Gilgit. In winter some of the worst *parris* can be avoided by keeping to the valley bottom; in summer many of the side streams are difficult to cross. The route is therefore regarded more as a winter one than for summer travel. Beyond Sterika the path is now fit for lightly laden hill ponies; this new alignment is given below. The route is very rarely used now in summer, and no improvements had been made up to 1928. There is now (1928) a bridge over the Indus R. 2 miles above Safed Parri and just opposite Chamogah (Stage 1). Instead therefore of going by Dainyor, it is easier to go *via* Minawar and Chamogah bridge. (See Route 38.)

From Hurimal, between Dunsah and Dasu, a track leads over the Ganto La, 15,110 ft., to the Basha R. This is only fit for coolies.

Only the old reconnaissance quarter-inch map is available, no recent survey having been executed. The alignment on the old map is not correct and the details of the country are rough.

| NUMBER OF STAGES. | NAMES OF STAGES.   | MAP REFERENCE. | INTER. MILES.<br>TOTAL MILES. | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|--|----------------|-------------------------------|-------------------------|--|
|                   | <b>Gilgit,</b><br><i>RH., E., PO., TO., Dispensary, Telephone.</i> | 43I            | ..                            | 4900                    | See Route 38.<br>Cross suspension bridge to l. bank Gilgit R. Good metalled road to ferry at Dainyor at Hunza R. confluence, mile 4. Cross Hunza R. and Bagrot N. by ford at Ushkan, mile 12. (See also note at head.) |
| 1                 | <b>Chamogah,</b><br><i>E.</i>                                      | do.            | 16<br>16                      | ..                      | Village. S. T. nil; F. G. W. available.<br>Cross Batakor N. Track rough; 3 cliffs to be crossed. Pass Indus—Gilgit confluence, mile 11. Ascend r. bank Indus. Cross Shute N. at end of march.                          |
| 2                 | <b>Shute,</b><br><i>E.</i>   | do.            | 18<br>34                      | ..                      | Hamlet. S. T. nil; F. G. scarce; W. available.<br>Track bad and only passable on foot. Indus here flows through series of deep precipitous gorges. Several side nalas and cliffs to be crossed.                        |

| NUMBER OF STAGES. | NAMES OF STAGES.        | MAP REFERENCE. | MILES.           |        | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.  |
|-------------------|-------------------------|----------------|------------------|--------|-------------------------|---|
|                   |                         |                | INTER.           | TOTAL. |                         |   |
| 3                 | Sasil,<br><i>E.</i>     | 43I            | $\frac{9}{43}$   |        | ..                      | Hamlet and fort. Rope bridge spans Indus. Track very bad over cliffs. Ascents and descents steep. Cross Shabtot N., mile 4, Burungdoi N., mile 9.                             |
| 4                 | Burungdoi,<br><i>E.</i> | do.            | $\frac{9}{52}$   |        | ..                      | S. T. nil; F. G. scarce; W. available. Track as before with steep ascent and descent of 4000 and 5000 feet over Shingos spur of Haramosh peak.                                |
| 5                 | Shingos,<br><i>E.</i>   | do.            | $\frac{11}{63}$  |        | ..                      | S. T. nil; F. G. W. plentiful. Cross Gorosil N. Track improves at first, then degenerates again.  |
| 6                 | Chatran,<br><i>E.</i>   | do.            | $\frac{13}{76}$  |        | ..                      | Hamlet. S. T. nil; F. G. W. available. Track improves; difficult cliffs to cross.   |
| 7                 | Stak,<br><i>E.</i>      | do.            | $\frac{6}{82}$   |        | ..                      | Small village and fort opposite Fulcharch. S. T. nil; F. G. W. available. E. only available when Stak R. is low. When R. is swollen the best E. is by Lower Kurchung village. |
| A7                | Stak,<br><i>E.</i>      | 43I            | $\frac{82}{82}$  |        | ..                      | As above. Track reported to be fit for lightly laden ponies from here to Skārdū; but probably liable to landslides.   |
| A8                | Sterika,<br><i>E.</i>   | 43M            | $\frac{10}{92}$  |        | ..                      | Village on opposite bank of Indus; S. T. scanty; F. G. W. available. Track as above, but needs widening. Pass several hamlets.  |
| A9                | Twar,<br><i>E.</i>      | do.            | $\frac{7}{99}$   |        | ..                      | Village, opposite Mendi, with which it is connected by high and difficult rope bridge, 110 ft. span. S. T. scanty; F. G. W. available. Track as above.                        |
| A10               | Dasu,<br><i>E.</i>      | do.            | $\frac{10}{109}$ |        | ..                      | See below.  |

| NUMBER OF STAGES. | NAMES OF STAGES.   | MAP REFERENCE. | MILES.               |        | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|--|----------------|----------------------|--------|-------------------------|--|
|                   |  |                | INTER.               | TOTAL. |                         |  |
| B7                | Stak.<br><i>E.</i>   | 43I            | 82                   |        | ..                      | See above.<br><br>Track rough up Stak N. Pass some small hamlets.  |
| B8                | Kurchung.<br><i>E.</i>                                       | 43M            | $\frac{8}{90}$       |        | ..                      | Village. S. T. nil; F. G. scanty; W. available.<br><br>Track rough over Stak La, mile 12; cross small glacier to Tormik N.   |
| B9                | Dunsah,<br><i>E.</i>   | do.            | $\frac{18}{108}$     |        | ..                      | S. T. nil; F. G. scanty; W. available.<br><br>Track as above. Pass Hurimal, mile 9.  |
| B10               | Dasu,<br><i>E.</i>   | do.            | $\frac{16}{124}$     |        | ..                      | See below.   |
| 10                | Dasu,<br><i>E.</i>   | 43M            | 109/124              |        | ..                      | Village near mouth of Tormik N. S. T. scanty; F. G. W. available.<br><br>Track fair. Pass Bagicha, mile 4.                   |
| 11                | Tungas<br>(Tamas),<br><i>E.</i>                              | do.            | $\frac{9}{118/133}$  |        | ..                      | Hamlet. S. T. F. scanty; G. W. available.<br><br>Track rough but passable for lightly laden animals.                         |
| 12                | Tsari,<br><i>E.</i>  | do.            | $\frac{10}{128/143}$ |        | ..                      | Hamlet. S. T. scarce; F. G. W. plentiful.<br><br>Track as above to half-way. Valley then opens out and path becomes easy.    |
| 13                | Komaru,<br><i>E.</i>   | do.            | $\frac{10}{138/153}$ |        | ..                      | Hamlet. S. T. scarce; F. G. W. plentiful.<br><br>Track easy. Cross Indus by ferry or raft about mile 10, and follow l. bank. |
| 14                | Skārdū.<br><i>RH., C., E.,<br/>PO., TO.,<br/>Dispensary.</i> | do.            | $\frac{12}{150/165}$ |        | ..                      | See Route 45.  |

Route 71. GILGIT to SKĀRDU, *via* NAGAR,

## HISPAR glacier, NUSHIK LA and ARANDU—231 miles.

The details of this route from Nagar onwards are partly from Conway's expedition of 1891. It is of course very rarely used. The Nushik La may be open to mountaineers from mid-June to mid-August, after which crevasses are open and probably impassable. Some mountaineering knowledge is essential and the rope should be used.

The Minapin and Hispar glacier snouts have been marked by the Geological Survey of India. It is of interest to note the positions of these snouts relative to the marks. At Sumaiyar, a rope bridge across the Hunza R. leads to Baltit fort. At Chu-tran, a track leads over the Ganto La, 15,110 feet, to Hurimal in the Tormik valley.

Coolies should be engaged at Nagar through the Wazir for the onward journey.

| NUMBER OF STAGES. | NAMES OF STAGES.  | MAP REFERENCE. | INTER. MILES.<br>TOTAL MILES. | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|---|----------------|-------------------------------|-------------------------|--|
|                   | Gilgit,<br><i>RH., E., PO., TO., Dispensary, Telephone.</i> | 43I            | ..                            | 4900                    | See Route 38.<br>Cross Gilgit suspension bridge to l. bank. Good road thence to Hunza R. and up r. bank of latter through precipitous gorge.   |
| 1                 | Nömāl,<br><i>RH., E.</i>                                    | 42L            | $\frac{17}{17}$               | 5500                    | Fort and village. S. T. nil; F. G. scanty; W. plentiful.<br>Road good but liable to slips. About mile 11, cross <i>Chajchar parri</i> ; defile then opens out.   |
| 2                 | Chalt,<br><i>RH., E., Dispensary, Telephone.</i>            | do.            | $\frac{15}{32}$               | 6560                    | Fort and village on r. bank of Hunza R. and Chaprot tributary. S. T. F. G. moderate; W. plentiful.<br>Cross Chaprot bridge, near RH. Proceed down l. bank of Chaprot N. and up r. bank of Hunza R. Cross to l. bank mile 2. At Sikandarābād there is a bridge to r. bank which provides an alternative route in Hunza territory to Tashot bridge. Main road continues by l. bank over cultivated fans separated by deep stony nalas from icefields of Rakaposhi. Pass Nilt, Thōt, Gulmat, Pisan, miles 9, 10, 13, 16, prosperous fort villages of Nagar. |
| 3                 | Minapin,<br><i>RH., E.</i>                                  | do.            | $\frac{17}{49}$               | 7080                    | Village. S. T. scanty; F. G. moderate; W. plentiful.<br>Road good as before. Pass Tashot bridge, mile 3, over which goes the Hunza road. (Route 87). At Sumaiyar, mile 13, pass junction of Nagar and Hunza rivers. Ascend l. bank of former.  |

| NUMBER OF STAGES. | NAMES OF STAGES.                      | MAP REFERENCE. | MILES.           |        | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|---------------------------------------|----------------|------------------|--------|-------------------------|--|
|                   |                                       |                | INTER.           | TOTAL. |                         |  |
| 4                 | Nagar,<br><i>RH., E., Dispensary.</i> | 42L            | $\frac{17}{66}$  |        | 7550                    | Town, fort, capital of Nagar State. S. T. G. W. plentiful; F. scarce.<br><br>Road fair, passable for pack animals to Hopar, mile 6. Thence very rough, crossing side streams and moraine. March is long and tiring.                                      |
| 5                 | Paipering,<br><i>E.</i>               | do.            | $\frac{18}{84}$  |        | 10990                   | S. T. nil; F. G. scanty; W. plentiful.<br>Route varies but is rough throughout.  |
| 6                 | Hispar,<br><i>E.</i>                  | do.            | $\frac{16}{100}$ |        | 10320                   | Hamlet. S. T. nil; F. G. scarce; W. plentiful.<br>After crossing Garumbar N., ascend Hispar glacier valley. Route varies but normally avoids main glacier, keeping to l. bank, crossing several side glacier valleys. Pass Chokutens huts, mile 6.       |
| 7                 | Makorum,<br><i>E.</i>                 | 42P            | $\frac{13}{113}$ |        | ..                      | S. T. nil; F. G. scarce; W. plentiful.<br>Track as before.   |
| 8                 | Haigatum,<br><i>E.</i>                | do.            | $\frac{13}{126}$ |        | 13880                   | S. T. nil; F. G. scarce; W. plentiful.<br>Turn south up crevassed Haigatum glacier. Ascend diagonally to avoid bergschrund. Cross Nushik La, 17,300 feet, steep and corniced on N. side. Pass is difficult on both sides.                                |
| 9                 | Stiatbu<br>Brangsa,<br><i>E.</i>      | do.            | $\frac{12}{138}$ |        | ..                      | Rough stone huts, ruined. S. T. F. G. nil; snow W.<br><br>Track easier generally by r. bank of Kero Lungma glacier.  |
| 10                | Kichik<br>Brangsa,<br><i>E.</i>       | 43M            | $\frac{10}{148}$ |        | ..                      | S. T. nil; F. G. W. available.<br><br>Track as before to snout, about mile 6, thence by r. bank Kero Lungma N. to junction with Chogo Lungma glacier. Stream here often unfordable, but passable by Arandu rope bridge or snout of Chogo Lungma glacier. |

| NUMBER OF STAGES. | NAMES OF STAGES.                                     | MAP REFERENCE. | MILES.    |        | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|--|----------------|-----------|--------|-------------------------|--|
|                   |  |                | INTER.    | TOTAL. |                         |  |
| 11                | Arandu,<br><i>E.</i>                                 | 43M            | 16<br>164 |        | 9500                    | Village. S. T. scanty; F. G. W. available.<br>Fair track by r. bank of Basha R. Another track by l. bank to Shigar.  |
| 12                | Chu-tran,<br><i>E., PO.</i>                          | do.            | 20<br>184 |        | ..                      | Hamlet and hot springs. S. T. scanty; F. G. W. available. The route by l. bank Braldoh R. is described in Route 76.<br><br>Track as before to Tisar, mile 4. Near here Braldoh R. joins Basha on l. bank. Track crosses difficult <i>parrī</i> about mile 8, after which valley opens out and contains scattered villages. |
| 13                | Yonskil,<br><i>E.</i>                                | do.            | 15<br>199 |        | ..                      | Large village. S. T. F. G. W. moderate.<br>Track improves and passes several villages. Cross to l. bank by skin raft at end of march.  |
| 14                | Shigar,<br><i>RH., C., E., PO.</i>                   | do.            | 16<br>215 |        | 7640                    | } See Routes 72 and 45.  |
| 15                | Skārdū,<br><i>RH., C., E., PO., TO., Dispensary.</i> | do.            | 16<br>231 |        | 7700                    |  |

Route 72. LEH to SKĀRDU, *via* the CHORBAT LA and

A.—THALLE La—229 miles.

B.—GOL—210 miles.

The Chorbat La is open for yak transport from the end of June to the beginning of November and for ponies from July to September inclusive. The route is essentially a summer one, for the Indus valley itself offers a comparatively easy through route in winter, though it is excessively close and barren in summer. The Chorbat La route used to be much frequented and was kept in a fair state of repair. Since the recent construction of the bridle road along the left bank of the Shyok river however travellers prefer to use the Khardūng La and the new road (Route 74), which is more level and easier for ponies; this avoids the bad part by Biagdangdo on the right bank. It is probable that the Chorbat La route described below will gradually fall into disuse, provided the new Shyok road which was badly damaged by the Shyok glacier floods of 1926, is repaired. In 1927 there was a lot of snow on the pass in the second week of July, and it was then impracticable for yaks or zhos.

A traveller in 1927 suggests dividing the marches between Skirbuchar to Chunga into three by halting at Goma Hanu (middle village)  $15\frac{1}{2}$  miles and then camping after 12 more miles,  $2\frac{1}{2}$  miles before the pass. No halt is necessary at Khalatse.

Beyond Khapalu, the Thalle La or Tusserpo La routes, being generally free from snow in July and August, offer the advantage of better grazing during those months than the confined route by the Shyok valley. The Thalle La route is described below. That by the Tusserpo La diverges near Dubla Khan, is not so steep, but is 3 miles longer and the pass about 600 feet higher. The track rejoins the Thalle La route at Bauma-harel.

There is an alternative route between Kiris and Skārdū by the r. bank, *via* Narh. This is longer, more dusty, and less level; the route *via* Gol is preferable.

It is advisable to take supplies from Leh to Khapalu, and replenish at the latter place for the journey to Skārdū. The Khapalu Raja is generally willing to assist.

Only the old quarter-inch reconnaissance map is available for this journey.

| NUMBER OF STAGES. | NAMES OF STAGES.  | MAP REFERENCE. | INTRR. MILES.<br>TOTAL MILES. | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|---|----------------|-------------------------------|-------------------------|--|
|                   | <b>Leh,</b><br><i>RH., C., E.,<br/>PO., TO.,<br/>Dispensary.</i>          | 52F            | ..                            | 11500                   | } See Route 50.  |
| 1                 | <b>Nimu,</b><br><i>RH., C., E.</i>  | do.            | $\frac{18}{18}$               | 10250                   |  |
| 2                 | <b>Saspul,</b><br><i>RH., C., E.</i>                                      | do.            | $\frac{11}{29}$               | 10200                   |  |
| 3                 | <b>Nurla,</b><br><i>RH., C., E.</i>                                       | 52B            | $\frac{14}{43}$               | 9900                    |  |
| 4                 | <b>Khalatse</b><br>( <b>Khalsi</b> ),<br><i>RH., C., E.,<br/>PO., TO.</i> | do.            | $\frac{8}{51}$                | 9700                    | Large village. S. T. W. available; F. G. scanty. T. from Nurla should be taken through to next stage.  |
|                   |   |                |                               |                         | Leave Srinagar road and continue by r. bank Indus; road stony and barren with no drinking W.; cross Dumkhar Chu, mile 10, and other ravines and spurs. |
| 5                 | <b>Skirbuchar,</b><br><i>E.</i>   | do.            | $\frac{16}{67}$               | ..                      | Village with cultivation. S. T. practically nil; F. G. scanty; W. available.   |
|                   |   |                |                               |                         | Cross Skirbuchar bridge, and Broglou N. at Achinatung, mile 8. Track stony and hilly. Turn up Hanu N. l. bank, mile 13. Pass Nabi-brangsa, mile 14.    |

| NUMBER OF STAGES. | NAMES OF STAGES.                           | MAP REFERENCE. | INTER. MILES.<br>TOTAL MILES. | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|--|----------------|-------------------------------|-------------------------|--|
| 6                 | Goma Hanu<br>(upper),<br>E.                | 52F            | $\frac{18}{85}$               | ..                      | Group of 3 villages. S. T. F. G. scanty; W. available.<br>Through cultivation to fairly steep ascent to grazing grounds; few huts. Ascent to Chorbat La, 16700 ft., mile 12, steep but easy; descent steep at first, then stony down Chorbat Lungma. A long and tiring march.      |
| 7                 | Chunga,<br>E.                              | do.            | $\frac{19}{104}$              | 14500                   | Huts; T. F. nil; S. G. W. available.<br>Down grassy valley of Chorbat Lungma, l. bank. Cross to r. bank, by bridge miles 5 and back to l. bank mile 10. Road stony all the way.  |
| 8                 | Piün<br>(Paxfain),<br>E.                   | do.            | $\frac{12}{116}$              | 8650                    | } See Route 74 and Synopsis at head of route.  |
| 9                 | Lunkha,<br>E.                              | 52A            | $\frac{14}{130}$              | 8500                    |  |
| 10                | Khapalu,<br>E., PO., Dis-<br>pensary.      | do.            | $\frac{14}{144}$              | 8400                    | Large village and group of hamlets. Capital of lower Shyok; residence of local Raja. E. good; S. T. F. G. W. available.<br>Road good and level but sandy. Cross Shyok by skin-raft below Khapalu. Road thereafter stony in places, but valley open and cultivated at end of march. |
| 11                | Doghani<br>(Korku),<br>RH., C., E.,<br>PO. | do.            | $\frac{14}{158}$              | 8350                    | Village and cultivation at mouth of Thalle Lumba. S.T.F.G.W. available. E. good; RH. one-roomed and bad.   |
| All               | Doghani,<br>RH., C., E.,<br>PO.            | 52A            | 158                           | 8350                    | See above.<br>Track up l. bank Thalle Lumba passing several small hamlets, including Baltoro, mile 9, and Daltir, mile 12.   |
| A12               | Khusomik,<br>E.                            | do.            | $\frac{15}{173}$              | 11500                   | Village. S. T nil; F. G. W. available.<br>Track rough and stony, crossing several spurs.   |

| NUMBER OF STAGES. | NAMES OF STAGES.                                    | MAP REFERENCE. | INTER. MILES.<br>TOTAL MILES. | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.  |
|-------------------|---|----------------|-------------------------------|-------------------------|---|
| A13               | Dubla Khān,<br>E.                                   | 52A            | $\frac{11}{184}$              | ..                      | S. T. nil; F. G. W. available. Two tracks diverge here, to the Thalle La and Tusserpo La. Long steep ascent to Thalle La, 16000 feet, mile 7. Descent more gradual over grassy slopes. Track fair down Yaltsa Lumba. Coolies 13 hours.                              |
| A14               | Bauma-harel,<br>E.                                  | do.            | $\frac{17}{201}$              | 13500                   | Huts. S. T. nil; F. G. W. available. Track down Bauma-harel valley improves. Pass occasional huts.  |
| A15               | Shigar,<br>RH., E., PO.                             | 43M            | $\frac{12}{213}$              | 7640                    | Small town, fort, bazar; residence of local Raja. RH. in bazar, very dirty. Good E. by polo ground. S. T. F. G. W. available. Fair but sandy road by l. bank Shigar R. Journey can be done in 3 hours by <i>zak</i> (skin-raft), but stores should be sent by road. |
| A16               | Skārdū,<br>RH., C., E.,<br>PO., TO.,<br>Dispensary. | do.            | $\frac{16}{229}$              | 7700                    | See Route 45.   |
| B11               | Doghani,<br>RH., C., E.,<br>PO.                     | 52A            | 158                           | 8350                    | See above. Cross Thalle Lumba. Road rough in places. Pass Kunis, mile 8. Steep zigzag ascent to 1500 feet above river and easier descent across plateau.  |
| B12               | Kuru,<br>RH., C., E.                                | do.            | $\frac{14}{172}$              | 7990                    | Village. S. T. F. G. W. moderate. RH. has only one room. Cross Kuru Lumba. Road leads along foot of hills by Shyok R., generally stony. Last 2 miles through fields.  |
| B13               | Kiris,<br>RH., C., E.                               | 43M            | $\frac{10}{182}$              | 7560                    | Group of small villages in fertile surroundings. S. T. F. G. W. available. RH. was uninhabitable in 1927. Reach Indus-Shyok confluence mile 3, and cross to l. bank by wooden ferry boat or raft. Thence by l. bank.  |

| NUMBER OF STAGES. | NAMES OF STAGES.                                     | MAP REFERENCE. | MILES.           |        | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE. |
|-------------------|--|----------------|------------------|--------|-------------------------|--|
|                   |  |                | INTER.           | TOTAL. |                         |  |
| B14               | Gol,<br><i>RH., C., E., PO.</i>                      | 43M            | $\frac{7}{189}$  |        | ..                      | See Route 49.                                |
| B15               | Skārdū,<br><i>RH., C., E., PO., TO., Dispensary.</i> | do.            | $\frac{21}{210}$ |        | 7700                    | See Route 45.                                |

Route 73. LEH to SKĀRDU, *via* the INDUS valley—207 miles.

This route is essentially a winter one. In summer the Indus is close and stifling; grazing is very rare, and the track in places is quite impassable for pack animals, as it is not kept in good repair. In winter, when the Chorbat La and Khardūng La are closed the Indus route is more frequented, the river itself sometimes freezes, and some of the most difficult stretches can thereby be avoided.

Near Urdas, there is a wooden bridge across the Indus giving access *via* the Hamoting or Hamboting La to Kargil.

|    |  |     |                 |       |                 |
|----|--|-----|-----------------|-------|-----------------|
| .. | Leh,<br><i>RH., C., E., PO., TO., Dispensary.</i>      | 52F | ..              | 11500 | } See Route 50. |
| 1  | Nimu,<br><i>RH., C., E.</i>                            | do. | $\frac{18}{18}$ | 10250 |                 |
| 2  | Saspul,<br><i>RH., C., E.</i>                          | do. | $\frac{11}{29}$ | 10200 |                 |
| 3  | Nurla,<br><i>RH., C., E.</i>                           | 52B | $\frac{14}{43}$ | 9900  |                 |
| 4  | Khalatse,<br>(Khalsi),<br><i>RH., C., E., PO., TO.</i> | do. | $\frac{8}{51}$  | 9700  |                 |
| 5  | Skirbūchan,<br><i>E.</i>                               | do. | $\frac{16}{67}$ | ..    |                 |

| NUMBER OF STAGES. | NAMES OF STAGES.                           | MAP REFERENCE. | MILES.           |        | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.  |
|-------------------|--|----------------|------------------|--------|-------------------------|---|
|                   |  |                | INTER.           | TOTAL. |                         |   |
| 6                 | Nabi-brangsa<br>(Lower Hanu),<br><i>E.</i> | 52B            | $\frac{14}{81}$  |        | ..                      | Hamlet. S. T. nil; F. G. W. available. Chorbat La route leads up the Hanu N. (Route 72).<br><br>Cross Hanu N. Track becomes rougher and is difficult for ponies. Pass Kanutse, mile 5, and cross Phindur N. at Phindur, mile 9. |
| 7                 | Dah,<br><i>E.</i>                          | do.            | $\frac{13}{94}$  |        | ..                      | Village. S. T. moderate; G. very scanty. F. W. available.<br><br>Cross narrow ravine of Dah. Path thereafter difficult. Cross Baroro N. at Garkhun, mile 5, and Indus rope bridge. Continue on r. bank.                         |
| 8                 | Urdas,<br><i>E.</i>                        | do.            | $\frac{9}{103}$  |        | ..                      | Hamlet. S. T. G. nil; F. W. available.<br><br>Path on r. bank difficult and unfit for ponies. Pass Grugurdo, mile 5. Coolies 10 hours.  |
| 9                 | Marol,<br><i>E.</i>                        | do.            | $\frac{19}{122}$ |        | ..                      | Hamlet about 1 mile below Shingo-Shigar-Indus confluence. S. T. G. nil; F. scanty; W. available.<br><br>Cross Gundi Chu at Hamzigund mile $3\frac{1}{2}$ , and Gavis Chu at Papaldo, mile 15. Coolies 10 hours.                 |
| 10                | Kharmang,<br><i>E.</i>                     | do.            | $\frac{20}{142}$ |        | 8340                    | Large village, ruined fort. S. T. F. G. W. available. One-roomed R.H. on l. bank reported destroyed 1922.<br><br>Cross by rope bridge to l. bank. Indus breaks through rocky gorge on this march with swift rapids.             |

| NUMBER OF STAGES. | NAMES OF STAGES.                                    | MAP REFERENCE. | MILES.         |        | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE. |
|-------------------|---|----------------|----------------|--------|-------------------------|--|
|                   |   |                | INTER.         | TOTAL. |                         |  |
| 11                | Tolti,<br>RH., C., E.,<br>PO.                       | 52A            | 12<br>—<br>154 |        | 8450                    | } See Route 49.                              |
| 12                | Parkutta,<br>RH., C., E.                            | 43M            | 18<br>—<br>172 |        | 7870                    |  |
| 13                | Gol,<br>RH., C., E.,<br>PO.                         | do.            | 14<br>—<br>186 |        | ..                      |  |
| 14                | Skārdū,<br>RH., C., E.,<br>PO., TO.,<br>Dispensary. | do.            | 21<br>—<br>207 |        | 7700                    |  |

## Route 74. KHAPALU to LEH,

via SHYOK valley, KHARDŪNG LA, and

A.—left Bank SHYOK—161 miles.

B.—ABADON and left bank SHYOK—158 miles.

C.—ABADON and BIAGDANGDO—178 miles.

A new road completed in 1912 leads up the left bank of the Shyok valley; ponies can be used the whole way, after the opening of the Khardūng La in June until November (see Route 88), if it is properly kept up. In October 1926 some of the road was washed away by the floods caused by the bursting of the Kumdan glacier and, in 1927, there were some very bad spots  $1\frac{1}{2}$  miles short of Piun, where coolies had to be roped. In one place loads had to be lowered by rope. Under these circumstances it is advisable to take coolies by Route 74B, and change to ponies at Turtok.

The new road by the left bank when available avoids the long detour by Biagdangdo, which is given as Route C, between Turtok and Hundar. The present state of the old road is not known. At Chalunka, stage C5, a route difficult for laden coolies leads northwards over the Korisa glacier, Chulung La, and Chulung glacier to Goma, in the Saltero valley (see Route 100).

A traveller in 1923 made the following short cut from Biagdangdo (C6) to Hundar (C11). At Biagdangdo he crossed the Shyok by raft, then followed a good track along l. bank over ledge and steep scree and crossed two tributaries by ford or horse bridge in bad repair. Country was uninhabited for 20-25 miles. He camped at Hotuny, and then marched to Hundar. Rafts are however not always available at Biagdangdo, and information on this point should be sought at Khapalu.

The Shyok can always be crossed as follows: by skin-raft between Khapalu and Sogo and between Chogogron and Abadon; by a wooden bridge at Phrahnu, and by the suspension bridge at Thirit. At certain other places the Shyok may be crossed by skin-raft, but the traveller must bring his own as they are not normally available. No skin-rafts are now kept up at Unmaru or Mondary. Long delay will probably be experienced in crossing on skin-rafts. 5 coolies with loads cross on a raft of 24-30 skins, and each journey takes from  $1\frac{1}{2}$  to 2 hours according to the size of the river.

In winter the river can be forded at Khapalu, Pachathang and at the Shyok-Nubra confluence; but never in summer. It is not known whether the river freezes in this stretch in winter.

Travellers should endeavour to obtain *parwanas* signed by the Tahsildar, or get this official to detail a *chaprassi* to accompany them. They should take as many supplies as possible.

Only the old reconnaissance quarter-inch map is available. Heights are approximate estimates.

| NUMBER OF STAGES. | NAMES OF STAGES.                                | MAP REFERENCE. | MILES. |        | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.  |
|-------------------|---|----------------|--------|--------|-------------------------|---|
|                   |   |                | INTER. | TOTAL. |                         |   |
|                   | <b>Khapalu,</b><br><i>E., P.O., Dispensary.</i> | 52A            | ..     |        | 8400                    | Large village and group of hamlets. Capital of lower Shyok; residence of local raja. E. good; S. T. F. G. W. available. (See Route 72.)<br>Path ascends for short distance to small cultivated plateau, then descends to river near Surmo, mile 7. A higher path skirts the hill-side, but is often washed away, and impassable for ponies, being scaffolded in places. Coolies, 7 hours. |
| A1                | <b>Lunkha,</b><br><i>E.</i>                     | do.            | 14     | 14     | 8500                    | Village; S. T. F. G. W. available. Cliffs tower on either side of river. Pass Doü, mile 4. Cross Kustang Brok at Kustang, mile 10. Road scaffolded in places and stony. Coolies, 7 hours.   |
| A2                | <b>Piün</b><br>(Paxfain),<br><i>E.</i>          | 52B            | 14     | 28     | 8650                    | Village and fortified rock with small mosque at junction of Shyok. S. T. F. G. W. available. Route leaves the Chorbat La route.<br>New road completed in 1912, but liable to destruction by landslides; up and down hill the whole way. Coolies, 7 hours.   |
| A3                | <b>Siari,</b><br><i>E.</i>                      | do.            | 13     | 41     | 8740                    | Village opposite Prahnu with which it is connected by bridge. Zaidar lives here.<br>Steep descent to river, then more level passing Tyakshi, mile 9 (above path). Sandy, stony and fairly level till just outside Turtok. Steep ascent round cliff and down to village. Coolies, 7 hours.   |
| A4                | <b>Turtok,</b><br><i>E.</i>                     | do.            | 13     | 54     | 9000                    | See below.  |

| NUMBER OF STAGES. | NAMES OF STAGES.                         | MAP REFERENCE. | INTER. MILES.<br>TOTAL MILES. | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|--|----------------|-------------------------------|-------------------------|--|
|                   | Khapalu,<br><i>E., P.O., Dispensary.</i> | 52A            | ..                            | 8400                    | See above.<br>As in Route A to Surmo, mile 7. Cross to r. bank Shyok by skin-raft at Chogogron. Coolies, 4 hours, excluding river crossing.  |
| B1                | Abadon,<br><i>E.</i>                     | do.            | $\frac{11}{11}$               | 8450                    | Small village with cultivation. S. T. F. G. limited; W. plentiful. Path by river, crossing several stony streams; generally level. Small ascent at end. Coolies, 6 hours.  |
| B2                | Marcha,<br><i>E.</i>                     | 52B            | $\frac{11}{22}$               | 8550                    | Small village, with cultivation. E. good. S. T. limited; F. G. available; W. plentiful.  |
| B3                | Prahnu,<br><i>E.</i>                     | do.            | $\frac{14}{36}$               | 8750                    | Ascend at first then descend steeply to river at Partuk. Short ascent, then descend to Kalan, mile 8. Cross narrow ledge on cliffside above Prahnu, and descend steeply to village. Coolies, 7 hours.<br>Village and cultivation. E. good S. T. F. G. W. fairly plentiful. Path leads down through cultivation to Shyok R. Cross small wooden bridge to l. bank. Gradual ascent by stony path and join Route A above.  |
| B4                | Turtok,<br><i>E.</i>                     | do.            | $\frac{15}{51}$               | 9000                    | See below.   |
| 4                 | Turtok,<br><i>E.</i>                     | 52B            | 54/51                         | 9000                    | Large village. E. very good. S. T. F. G. W. fairly plentiful. Ponies available but <i>parwana</i> necessary. Coolies must take 3 days rations, and F. for next stage.<br>Fair bridle path, level for 5 miles, sandy and stony. Then steep ascent and descent, narrow in places. Cross Tebe Lungma by wooden bridge. Ascend spur, then level. Cross Malakcha Lungma ford at end of stage, sometimes difficult. Heat intense in summer: coolies, 9 hours at least. |

| NUMBER OF STAGES. | NAMES OF STAGES.         | MAP REFERENCE. | MILES.        |        | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|--------------------------|----------------|---------------|--------|-------------------------|--|
|                   |                          |                | INTER.        | TOTAL. |                         |  |
| 5                 | Malakcha Lungma Camp, E. | 52F            | 18<br>72/69   |        | 9400                    | E. one mile beyond ford. S. T. G. nil; F. practically nil; W. plentiful.<br><br>Path up and down spurs, with sandy or stony surface. No shade. Coolies, 5 hours.   |
| 6                 | Yaglung Lungma Camp, E.  | do.            | 9<br>81/78    |        | 9700                    | E. on sand. S. T. G. nil; F. very limited; W. plentiful.<br><br>Path level almost throughout. Valley opens out, mile 5. Cross Pachathang Lungma by wooden bridge. Remainder of march sandy, stony and shadeless. Coolies, 7 hours.                                 |
| 7                 | Kharu, E.                | do.            | 13<br>94/91   |        | 9800                    | First Buddhist village. Good E. in small gardens in village. S. T. F. G. W. available, including ponies.<br><br>Path level till just outside Hundar, sandy and stony. Pass Rakhura and Spanpuk; some small streams to be forded. Coolies, 6 hours; ponies 5 hours. |
| 8                 | Hundar, E.               | do.            | 13<br>107/104 |        | 9900                    | See below.   |

*Old road by right bank.*

|    |              |     |          |  |      |   |
|----|--------------|-----|----------|--|------|---|
| C4 | Turtok, E.   | 52B | *        |  | 9000 | See above.<br><br>Cross Shyok by bridge at Turtok and ascend r. bank by rough stony track. Coolies, 6 hours.  |
| C5 | Chalunka, E. | do. | 10<br>10 |  | ..   | Village; S. T. practically nil; F. G. W. plentiful.<br>Cross difficult cliff and descend to river which is followed to end of march. Road fair. Coolies, 6 hours. |

\* Mileages of Route C are given from Turtok.

| NUMBER OF STAGES. | NAMES OF STAGES.                 | MAP REFERENCE. | INTER. MILES.   | TOTAL MILES. | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY OF NEXT STAGE.  |
|-------------------|----------------------------------|----------------|-----------------|--------------|-------------------------|---|
|                   |                                  |                |                 |              |                         |   |
| C6                | <b>Biagdangdo,</b><br><i>E.</i>  | 52F            | $\frac{10}{20}$ |              | 11700                   | Village; S. T. practically nil; F. G. available; W. plentiful. If rafts are available there is a short cut to Hundar by l. bank (See notes at head of route).<br><br>Track leaves Shyok and ascends Biagdangdo Lungma, passing Shupa, mile 4. Ascent abrupt to Lagopo La, 13143 feet; descent ditto. Thence along hillside. Coolies, 8 hours. |
| C7                | <b>Zdong-polas,</b><br><i>E.</i> | do.            | $\frac{9}{29}$  |              | 12500                   | Small Buddhist village. S. T. F. G. W. scarce.<br><br>Track along hillside for 2 hours, then across spur with first gradual then steep descent to Waris N. Ascend to hamlet at end of march. Coolies, 4 hours.  |
| C8                | <b>Waris,</b><br><i>E.</i>       | do.            | $\frac{5}{34}$  |              | ..                      | Hamlet. E. good. S. T. F. G. W. available.<br><br>From October to May, ford river and follow to Shyok R. If ford impracticable, animals must return to last pass, turn south-east and follow steep sandy track. Last part across sandy plain. Coolies, 12 hours.  |
| C9                | <b>Unmaru,</b><br><i>E.</i>      | do.            | $\frac{20}{54}$ |              | ..                      | Village. S. T. scanty; F. G. W. available.<br><br>Easy march on sand and through scanty cultivation.  |
| C10               | <b>Mondari,</b><br><i>E.</i>     | do.            | $\frac{8}{62}$  |              | ..                      | Village. S. T. F. G. W. available. Pre-arrange skin raft here and cross to l. bank, joining bridle-path about 9 miles short of Hundar.  |
| C11               | <b>Hundar,</b><br><i>E.</i>      | do.            | $\frac{11}{73}$ |              | 9900                    | See below.  |

| NUMBER OF STAGES. | NAMES OF STAGES.  | MAP REFERENCE. | MILES.               |        | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.  |
|-------------------|---|----------------|----------------------|--------|-------------------------|---|
|                   |   |                | INTER.               | TOTAL. |                         |   |
| 8                 | Hundar,<br><i>E.</i>                                      | 52F            | 107/104              |        | 9900                    | Village and orchards. S. T. F. G. W. moderate.<br><br>Bridle-path level, sandy and stony. Pass Deskit, mile 6, and Thirit on opposite bank of Shyok, mile 13. Join trade-route (Route 88). Coolies and ponies, 8 hours.   |
| 9                 | Khālsar<br>(Kharchar),<br><i>E.</i>                       | do.            | $\frac{17}{124/121}$ |        | 10600                   | Small village about $1\frac{1}{2}$ miles from and 300 ft. above river level. S. T. F. G. W. available. E. good halfway between village and river 200 ft. above river.<br><br>Path leads up l. bank Shyok to mile 5, then ascends steeply up l. bank of Khardūng ravine. |
| 10                | Khardūng,<br><i>C., E.</i>                                | do.            | $\frac{12}{136/133}$ |        | 13350                   | Small village on alluvial plateau. S. limited; F. ( <i>burtsa</i> ) T. G. W. available.<br><br>Track very fair by l. bank Khardūng valley.  |
| 11                | Khardūng Polu,<br><i>E.</i>                               | do.            | $\frac{6}{142/139}$  |        | 15300                   | See Route 88.<br><br>Cross Khardūng Pass, 17600 ft. Ascent very steep from N. The Leh <i>Polu</i> (Route 88) may be omitted if an early start is made from Khardūng. For full details of the pass see Route 88.   |
| 12                | Leh,<br><i>RH., C., E.,<br/>PO., TO.,<br/>Dispensary.</i> | do.            | $\frac{19}{161/158}$ |        | 11500                   | See Route 50.   |

Route 75. KHARMANG to KHAPALU, *via* GANSE LA—37 miles.

A difficult route open only from the end of July to mid-October; it has however been crossed under snow with difficulty in June. Distances are approximate and probably over-estimated. Stage 3 may be omitted if the traveller is going from Kharmang to Khapalu, and Stage 1 if proceeding in the opposite direction. Coolies must be engaged for the through journey and all supplies and fuel carried. The track is indicated on the old quarter-inch reconnaissance maps; no modern maps are available.

| NUMBER OF STAGES. | NAMES OF STAGES.                         | MAP REFERENCE. | MILES.          |       | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.  |
|-------------------|--|----------------|-----------------|-------|-------------------------|---|
|                   |  |                | INTER.          | TOTAL |                         |   |
|                   | Kharmang,<br><i>E.</i>                   | 52B            | ..              |       | 8340                    | Large village and ruined fort on r. bank Indus. R.H. no longer exists. S. T. F. G. W. available. A rope bridge spans the river. (See Route 73.) |
| 1                 | Gache Tso,<br><i>E.</i>                  | do.            | $\frac{9}{9}$   |       | ..                      | S. T. nil; F. G. scanty; W. available.<br>Rocky ascent over difficult track.  |
| 2                 | Gache Lungma,<br><i>E.</i>               | 52A            | $\frac{8}{17}$  |       | ..                      | S. T. F. G. nil; snow W.<br>Rough track to Ganse La, about 16500 ft. Steep descent over small glacier to Ganse Lungma.                          |
| 3                 | Ganse Lungma,<br><i>E.</i>               | do.            | $\frac{14}{31}$ |       | ..                      | Grazing grounds, S. T. F. nil; G. available; snow W.<br>Shepherd track down rocky and boulder-strewn Ganse Lungma.                              |
| 4                 | Khapalu,<br><i>E., P.O., Dispensary.</i> | do.            | $\frac{6}{37}$  |       | 8400                    | See Route 74.   |

Route 76. SKÄRDU to ASKOLE, *via* BRALDOH river and

(A)—PAKORÉ—82 miles.

(B)—FOLJO and GOMBORO—85 miles.

(C)—DASSU and GOMBORO—85 miles.

There are several routes to Askole from Skärdu, all presenting difficulties. The Braldoh routes are described below, while the Skoro La route is given in Route 77. The latter is rarely used by locals, who prefer the lower route, *via* the Braldoh, as some supplies are available. The Braldoh route is however about 25 miles longer and sportsmen may prefer the shorter one to save time. There are three variations of the Braldoh route.

In the Braldoh, ponies if obtainable, can be used to Yuno only, after which coolies must be engaged. At Yuno there are two alternatives, that by the left bank continuing to Foljo, while a rather shaky bridge built in 1920 gives probably a better route by the right bank, (route C). At Foljo, opposite Bianco (on route C), there are also two alternatives, A and B. That by the left bank by Pakore (Hoto on map) crosses by a rope-bridge to the right bank below Chongo; the other crosses a rope-bridge at Foljo to Bianco, follows the right bank across the Hoh R. by a small log bridge to Gomboro and past Chongo. The first is built up on props in places on the cliffsides, and is narrow and dangerous except for lightly laden coolies. The second route is difficult after Gomboro, partly over loose sand and unsteady boulders with steep ups and downs. Outside Chongo the path descends the perpendicular cliffs by rough poplar ladders, but thereafter is easy going to Askole.

There is still another and lower route on the left bank only passable in winter or early spring when the river is low. When this becomes impracticable the right bank route *via* Dassu is preferable, but early starts should be made as the streams are then easier to cross and unforeseen delays may occur, especially at rope-bridges.

A *parwana* should be previously obtained from the naib-tahsildar at Skārdū, authorizing the collection of coolies. A man should be sent ahead to arrange coolie changes at Shigar, Koshumal, Foljo or Bianco, Pakore. At each place coolies should take rations to the next changing station. The return journey can be made from Yuno or Koshumal to Shārdū by skin raft, but they are rarely available and generally must be ordered up from Shigar.

The Basha R. and Chogo Lungma and Kero Lungma glaciers are best reached by the right bank Shigar R. (see Route 71). The Hoh glacier can be reached in three rough marches from Foljo, stage 3, *viz.* (1) Hoh, 7 miles, or 4 hours, S. T. F. G. W. available; (2) Nangmoni Tapsa, 9 miles or 5 hours, huts, gujars, S. F. limited, T. *nil*, G. W. plentiful; (3) Chogo Urdar (=large rock), 9 miles or 4 hours, E. very limited, S. T. *nil*, F. G. W. available. The track is difficult to follow.

For country beyond Askole see Routes 98, 99.

Only the old quarter-inch reconnaissance maps of this country are available. These have been reprinted in degree sheet form. Heights and distances are approximate.

| NUMBER OF STAGES. | NAMES OF STAGES.  | MAP REFERENCE. | INTER. MILES.<br>TOTAL MILES. | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|---|----------------|-------------------------------|-------------------------|--|
|                   | <b>Skārdū,</b><br><i>RH., C., E.,<br/>PO., TO.,<br/>Dispensary.</i> | 43M            | ..                            | 7700                    | See Route 45.<br><br>Cross Indus by wooden ferry, 1½ miles below Skārdū. Thence over sandy country to mile 5. Path bifurcates; take west track up small nala to stony plateau with steep descent to Shigar valley. A longer but better track for ponies is by the valley bottom. |
| 1                 | <b>Shigar,</b><br><i>RH., C., E.,<br/>PO.</i>                       | do.            | 16<br>16                      | 7640                    | See Route 72.<br><br>Level easy path through orchards, cultivation and willow avenues. Pass Hushupa, Alchori and cross sandy and stony plateau to Koshumal. C., E. Change coolies; thence easy to Yuno. Coolies, 8 hours.  |

| NUMBER OF STAGES. | NAMES OF STAGES. | MAP REFERENCE. | MILES.          |        | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|------------------|----------------|-----------------|--------|-------------------------|--|
|                   |                  |                | INTER.          | TOTAL. |                         |  |
| 2                 | Yuno,<br>E.      | 43M            | $\frac{22}{38}$ |        | 8000                    | Village. E. good. S. F. G. W. available; T. should be changed at Koshumal and retained here. See below.  |
| A2                | Yuno,<br>E       | 43M            | 38              |        | 8000                    | As above.<br>Pass Tandara and Maricha. For next 7 miles path over loose sand; then up and down to Gone; long zig-zag steep ascent and gradual descent to Goyungo. difficult in places. Descend cliffs by poplar ladders, thence fairly level for 2 miles. Coolies, 11 hours. |
| A3                | Foljo,<br>E.     | do.            | $\frac{20}{58}$ |        | 9000                    | Small village, E. good below village. S. T. F. G. W. moderate.<br>Winter route by valley bottom good when water is low. Upper summer path very bad on props along cliffs, with steep ascents and descents. Coolies, 10 hours.  |
| A4                | Pakore,<br>E.    | do.            | $\frac{15}{73}$ |        | 9600                    | Hoto on map. Village. E. in compound. S. T. F. G. W. available.<br>Gradual descent to rope-bridge below Chongo. Cross river; ascend to village; thence path level and easy. Coolies, 4 hours.  |
| A5                | Askole,<br>E.    | do.            | $\frac{9}{82}$  |        | 10000                   | Collection of hamlets. E. good. S. scarce; F. G. W. available; T. plentiful, but unwilling and independent.  |
| B2                | Yuno,<br>E.      | 43M            | 38              |        | 8000                    | See above 2 and A2.  |
| B3                | Foljo,<br>E.     | do.            | $\frac{20}{58}$ |        | 9000                    | See above.<br>Descend to rope-bridge and cross to r. bank below Bianco. Path then level through cultivation crossing Hoh R. by small log bridge about one mile up. Coolies, 4 hours.   |

| NUMBER OF STAGES. | NAMES OF STAGES.      | MAP REFERENCE. | INTER. MILES.<br>TOTAL MILES. | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|-----------------------|----------------|-------------------------------|-------------------------|--|
| B4                | Gomboro,<br><i>E.</i> | 43M            | 8<br>66                       | 9200                    | <p>E. below small village. S. T. F. G. W. limited. Coolies should be very lightly loaded here.</p> <p>About m. 6, track branches; one branch by river bed is dangerous from falling rocks; other ascends steeply 700 ft. above river and traverses steep slope. After 3 m. it descends steep W. side of mud tributary to point near mouth. Cross fan to ledge above river, and follow this to Pakore. Here there are three possibilities. Poplar ladders lead to a high track to Chongo. Another route crosses river by good rope bridge (200 ft.) to Pakore. Third track traverses ledge and descends to river bed finally ascending 500 ft. to Chongo fan. Thence fair path, sometimes on props, <i>via</i> Tungal and Suringo to Askole. Coolies 10 hours by right bank; if bridges are used. 12 hours. See A4 above.</p> |
| B5                | Askole,<br><i>E.</i>  | do.            | 19<br>85                      | 10000                   | See above.   |
| C2                | Yuno,<br><i>E.</i>    | 43M            | 38                            | 8000                    | <p>See stage 2, above.</p> <p>As above to m. 7, then cross to r. bank Braldoh R. by shaky, wooden bridge. 1½ m. over loose stones and sand, to base of cliff. Easy track ascends to 500 ft. above river, traverses cliff for 3 m., then descends to Tiston, (good E. on upper farm terraces) thence over terraced fan, and down over sand and gravel of river bed (fairly hard going) 1½ m.; ascend over terraces to Dassu. Coolies, 9 hrs.</p>  |

| NUMBER OF STAGES. | NAMES OF STAGES. | MAP REFERENCE. | INTER.-MILES. |              | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|------------------|----------------|---------------|--------------|-------------------------|--|
|                   |                  |                |               | TOTAL MILES. |                         |  |
| C3                | Dassu,<br>E.     | 43M            | 14            | 52           | ..                      | Village; good E. in apple and pear orchard, 200 yds. from river, 30 ft. above it. S. T. F. G. moderate; W. plentiful.<br><br>Path traverses terraces for $\frac{1}{2}$ m., then descends to river bed, for 1 m. below Nete bluff. At high water Nete bluff must be traversed by poplar ladders. Cross another bluff by good track, to Stallam saddle, 1,500 ft. above river. 700 ft. descent by good track to head of steep gully opposite Rgoyungo and down to river bed. Thence to Bianco. At Bianco, good E. in walnut grove 200 ft. above river, a little SE. of village. Path descends to fields above river, and remains level through fields, below villages of Tsedor and Kunar; thence gradually ascends to bluff below Hoh, crossing Hoh N. 1 mile up by poplar logs, to Gomboro fan. Coolies 9 hours. |
| C4                | Gomboro,<br>E.   | do.            | 14            | 66           | 9200                    | See B4 above.  |
| C5                | Askole,<br>E.    | do.            | 19            | 85           | 10000                   | See A5 above.  |

### Route 77. SKĀRDU to ASKOLE, via SKORO La—60 miles.

The route described below is not often used by locals, but is useful to sportsmen who are pressed for time, and is more suitable on the outward than the return journey. It is only open from July to September inclusive.

Transport arrangements must be made at Shigar. Coolies should be changed at Skoro village, but word should be sent to the *lambarदार* in advance with the authority of the Naib-tahsildar of Shigar for the collection of new men. A *parwana* signed by this official is essential. Coolies should take 3 days supplies from Skoro.

When the pass is fully open and the track made, the journey can be done in four days from Skārdu, omitting halts at Shigar and Skoro Lumba Hut. In 1922, the first party crossed about mid-July and delay occurred in cutting steps; the halts on this occasion are given below.

The snow dome Nākpu Gang, east of the Skoro La was climbed on the 7th August, 1899, by the Workmans. The rock peak, Ch'ri Chor, west of the pass, was ascended on 10th August, 1928, by Dr. Balestrieri.

Only the old quarter-inch reconnaissance maps of the country are available. These have been reprinted in degree sheet form. Heights and distances are approximate.

| NUMBER OF STAGES. | NAMES OF STAGES.  | MAP REFERENCE. | MILES.          |       | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|---|----------------|-----------------|-------|-------------------------|--|
|                   |   |                | INTER.          | TOTAL |                         |  |
| 1                 | <b>Skārdū,</b><br><i>RH., C., E.,<br/>PO., TO.,<br/>Dispensary.</i> | 43M            | ..              |       | 7700                    | See Routes 45 and 76.  |
|                   | <b>Shigar,</b><br><i>RH., C., E.,<br/>PO.</i>                       | do.            | $\frac{16}{16}$ |       | 7640                    | See Route 72.<br><br>A short easy march; path level through orchards and cultivation. Ford river outside Skoro village. Coolies, 3 hours.  |
| 2                 | <b>Skoro,</b><br><i>E.</i>  | do.            | $\frac{7}{23}$  |       | 8100                    | Small village. E. fair. S. T. moderate; F. G. W. plentiful.<br><br>Start very early. Track very stony up Skoro Lumba. Ford torrent frequently; fords difficult late in day. About mile 7, steep ascent on r. bank for about 2,000 feet, then along difficult slopes of loose rocks and débris. Coolies, 11 hours.  |
| 3                 | <b>Skoro Lumba Hut,</b><br><i>E.</i>                                | do.            | $\frac{13}{36}$ |       | 12500                   | One stone hut. E. fair. S. T. nil; F. scarce; G. W. plentiful.<br><br>Cross nala and zig-zag up very steep grassy slope. Avoid small nala to east owing to danger of avalanches. Coolies, 4 hours.   |
| 4                 | <b>Skoro La Bivouac,</b><br><i>E.</i>                               | do.            | $\frac{4}{40}$  |       | 15000                   | E. nil. Small place for bivouac, and shelter available under rocks. S. T. F. nil; G. plentiful; snow W.<br><br>Steep pathless ascent of 1,200 feet across icy slopes; beware of avalanches. After snow has cleared, loose rocks and boulders frequently slide down. Cross Skoro La, 16700 feet, a narrow ledge, and descend snow to glacier. Beware of crevasses. Coolies, 11 hours. |

| NUMBER OF STAGES. | NAMES OF STAGES.         | MAP REFERENCE. | INTER.-MILES.<br>TOTAL MILES. | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|--------------------------|----------------|-------------------------------|-------------------------|--|
| 5                 | Darso Brok,<br><i>E.</i> | 43M            | $\frac{9}{49}$                | 13500                   | Small flat windy plain below glacier; one hut. S. T. nil; F. scarce; G. W. plentiful.<br>Descent gradual to above Monjong, passing deserted village, Thal Brok. Steep descent to 270 ft. rope-bridge below Askole. Cross river and ascend to camp. Monjong or Askole coolies will probably have to be employed to carry kit across bridge. Coolies, 7 hours. |
| 6                 | Askole,<br><i>E.</i>     | do.            | $\frac{11}{60}$               | 10000                   | See Route 76.  |

**Route 78. PADAM (ZĀSKAR) to LUNTUNNU (RUPSHU)—107 miles.**

Few details are available of this route which is mainly on Dr. Neve's authority. Coolies may be changed at each stage to Chār, after which they must be taken through to Murshoon. Rupshu may be reached from Luntunnu by Route 55. Heights and distances are approximate.

|   |                                 |     |                 |       |  |
|---|---------------------------------|-----|-----------------|-------|--|
|   | Padam<br>(Zāskar),<br><i>E.</i> | 52C | ..              | 11373 | See Route 69.<br>Up Tsarap Lingti Chu. Fair level path, bad for ponies in one or two places.                             |
| 1 | Reru,<br><i>E.</i>              | do. | $\frac{15}{15}$ | ..    | Village. S. T. F. G. W. available.<br>Up Tsarap Lingti Chu. Fair level path, bad for ponies in one or two places.        |
| 2 | Itchor,<br><i>E.</i>            | 52G | $\frac{7}{22}$  | ..    | Village. S. T. F. G. W. available.<br>Very bad path, in places quite destroyed by avalanches. Cross rope-bridge at Chār. |
| 3 | Chār,<br><i>E.</i>              | do. | $\frac{15}{37}$ | 12800 | Village. S. T. F. G. W. moderate.<br>Track rough up Niri Chu.  |
| 4 | Phūktal<br>Gonpa,<br><i>E.</i>  | do. | $\frac{6}{43}$  | ..    | Monastery. S. T. nil; F. G. W. moderate.<br>Track improves and is passable for laden yaks.                               |

| NUMBER OF STAGES. | NAMES OF STAGES.        | MAP REFERENCE. | INTER-MILES.<br>TOTAL MILES. | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.  |
|-------------------|-------------------------|----------------|------------------------------|-------------------------|---|
| 5                 | Yaytah,<br><i>E.</i>    | 52G            | $\frac{8}{51}$               | ..                      | Hamlet. S. T. nil; F. G. W. procurable.<br>Track bad to rope-bridge, after which it improves. |
| 6                 | Murshoon,<br><i>E.</i>  | do.            | $\frac{16}{67}$              | ..                      | S. T. F. G. W. moderate.<br>By cliff galleries and over plateau.<br>Cross by wooden bridge.   |
| 7                 | Sutak,<br><i>E.</i>     | do.            | $\frac{18}{85}$              | ..                      | S. T. nil; F. G. scanty. W. available.<br>Track improves.                                     |
| 8                 | Lungturma,<br><i>E.</i> | do.            | $\frac{11}{96}$              | ..                      | S. T. nil; F. G. scanty. W. available.<br>Track fair.   |
| 9                 | Luntunnu,<br><i>E.</i>  | do.            | $\frac{11}{107}$             | ..                      | See Route 55.   |

## Route 79. DANKHAR (SPITI) to SARCHU (LINGTI)—105 miles.

Details of this route have not recently been revised. The upper Chandar valley is generally uninhabited except for occasional herdsmen in summer. Sometimes a sheep is obtainable from there, otherwise there are no supplies. Only the old quarter-inch reconnaissance map is available; heights and distances are rough.

|   |                                   |     |                 |       |  |
|---|-----------------------------------|-----|-----------------|-------|--|
|   | Dankhar,<br>(Spiti),<br><i>E.</i> | 52L | ..              | 12774 | } See Route 57.  |
| 1 | Kaja<br>(Kaze),<br><i>E.</i>      | do. | $\frac{16}{16}$ | ..    |  |
| 2 | Kibar<br>(Khyipar),<br><i>E.</i>  | do. | $\frac{12}{28}$ | 13400 | Large village. S. T. F. G. available; W. plentiful.<br><br>Cross Parilungbi, mile 1. Cross spur and descend to Spiti valley.<br>Cross Lagudarisa, mile 11. |
| 3 | Losar,<br><i>E.</i>               | 52H | $\frac{13}{41}$ | 13395 | Village. S. T. F. G. moderate; W. plentiful.<br>Up Liehu N. Cross to l. bank, mile 7.  |
| 4 | Liehu,<br><i>E.</i>               | do. | $\frac{9}{50}$  | ..    | S. T. nil; F. G. W. available.<br>Cross Kunzam pass, 14930 feet, and pass Sumchikma lake.  |

| NUMBER OF STAGES. | NAMES OF STAGES.                         | MAP REFERENCE. | MILES.           |       | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.  |
|-------------------|--|----------------|------------------|-------|-------------------------|---|
|                   |  |                | INTER-           | TOTAL |                         |   |
| 5                 | Chandar-dul,<br>E.                       | 52H            | $\frac{10}{60}$  |       | 14500                   | Lake. S. T. nil; F. G. W. available.<br>Track rough and difficult up Chandar R.   |
| 6                 | Topo Koma,<br>E.                         | do.            | $\frac{14}{74}$  |       | 15000                   | S. T. nil; F. G. W. available.<br>Track rough and difficult up Chandar R.   |
| 7                 | Topo,<br>E.                              | do.            | $\frac{9}{83}$   |       | ..                      | S. T. nil; F. G. W. available.<br>Up Chandar l. bank. Easy ascent to Bārālācha La, 16200 feet. Descent long and easy past Yunan Tso (lake). Cross Yunan bridge at end of march. |
| 8                 | Kilang,<br>(Kanun or Kenlung),<br>C., E. | do.            | $\frac{11}{94}$  |       | 15120                   | } See Route 55.   |
| 9                 | Sarchu<br>(Lingti),<br>E.                | do.            | $\frac{11}{105}$ |       | 13950                   |   |

**Route 80. LEH to DEMCHOK, via TANKSE, SHŪSHAL, and Upper INDUS—193 miles.**

This is a main trade-route between Leh and Tibet, the junction of the Rudok and Gar-tok routes being at Shūshal. It is dependent on the opening of the Chang La; and except for the crossing of this pass it is less exposed and its climate milder than the Debring route (Route 82). From Demchok it is 5 marches, about 90 miles, to Gar-tok. Transport and supplies (including fuel) should be pre-arranged at Sakti, for the march to Tankse; beyond this place no supplies can be expected. The Chang La is easy from July to October. Stages 2 & 3 may be omitted and one halt made at Sakti instead; but in this case the march over the Chang La is long and tiring, and it is not recommended unless the pass is well open, and the going good. At Zingral a track leads over the Ke (Kay) La to Tankse, fit for coolies only. From Tankse there is another but longer road to Shūshal, *via* Muglib and the Pangkong Tso (see Route 81).

From Demchok a track leads northwards over the Kailās range to Rudok. Names of *Changpa* camping grounds beyond Thangra vary; those given below are uncertain. Distances are roughly chain-measured to Tankse; thereafter they are estimated.

|  |     |    |       |  |
|--|-----|----|-------|--|
| Leh,<br>RH., C., E.,<br>PO., TO.,<br>Dispensary. | 52F | .. | 11500 | See Route 50.<br>First 5 miles gentle slope downhill over heavy sand. Then easy going and level up Indus valley. Pass Tikse monastery, mile 12. Laden ponies, 5 hrs. |
|--|-----|----|-------|--|

| NUMBER OF STAGES. | NAMES OF STAGES.               | MAP REFERENCE. | MILES.           |        | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|--------------------------------|----------------|------------------|--------|-------------------------|--|
|                   |                                |                | INTER.           | TOTAL. |                         |  |
| 1                 | Ranbirpur,<br><i>C., E.</i>    | 52F            | $\frac{14}{14}$  |        | 11000                   | Large village; C. good. S. T. F. G. W. abundant. About 9 miles level along Indus valley. Then up Chimre valley. Laden ponies, 6 hrs.   |
| 2                 | Chimre,<br><i>C., E.</i>       | 52G            | $\frac{13}{27}$  |        | 11890                   | Large village & monastery. S. T. F. G. W. available. Easy going up cultivated valley to Sakti, mile 5 thence steep ascent, by fair track. Laden ponies, 5 hrs.   |
| 3                 | Zingral,<br><i>E.</i>          | 52F            | $\frac{10}{37}$  |        | 15780                   | No houses. S. T. F. G. nil; W. scarce. Steep but generally easy ascent to Chang La, 18000 ft., mile 5. Road bad and strewn with large boulders. Easy descent. Laden ponies, 5 hrs.   |
| 4                 | Tsultak,<br><i>C., E.</i>      | do.            | $\frac{9}{46}$   |        | 15950                   | Lake in Kailās range. No village. S. T. nil; F. scanty; G. W. available. Descent continues to Durgu, mile $8\frac{1}{2}$ . Road good, fording river. Cross bridge, then easy going up Durgu Lungpa to Tankse. Laden ponies, 6 hrs. |
| 5                 | Tankse,<br><i>C., E.</i>       | 52J            | $\frac{15}{61}$  |        | 12900                   | Village, monastery. S. scanty; T. F. G. W. available. Road continues up r. bank Harong Lungma. Going easy with gentle rise all the way.  |
| 6                 | Yokma,<br><i>E.</i>            | 52K            | $\frac{15}{76}$  |        | 14400                   | <i>Changpa</i> camping ground. S. T. nil, except milk; F. G. W. available. Gentle ascent by grazing grounds.   |
| 7                 | Kungma,<br><i>E.</i>           | do.            | $\frac{14}{90}$  |        | 15400                   | <i>Changpa</i> camping ground. S. T. nil, except milk; F. G. W. available. Steady gentle rise to Kongta La (17000 ft.). Road good. Easy descent.   |
| 8                 | Shūshal,<br><i>RH., C., E.</i> | do.            | $\frac{15}{105}$ |        | 14200                   | Village. RH. very dirty. S. T. (yaks) F. G. W. available. Easy road with gentle rise up broad valley.  |

| NUMBER OF STAGES. | NAMES OF STAGES.                 | MAP REFERENCE. | INTER-MILES.<br>TOTAL MILES. | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|----------------------------------|----------------|------------------------------|-------------------------|--|
| 9                 | Dachung<br>Yokma,<br>E.          | 52K            | $\frac{15}{120}$             | ..                      | No village. S. T. nil; F. G. W. available.<br>Easy road; gentle rise to Tsaka La, mile 5. Descent steeper but easy.                                    |
| 10                | Thangra,<br>E.                   | do.            | $\frac{20}{140}$             | ..                      | No village. S. T. nil; F. G. W. available.<br>Ford Indus; then up l. bank. Road very fair up broad Indus valley. Pass occasional <i>changpa</i> camps. |
| 11                | Gangra-le,<br>E.                 | 52O            | $\frac{17}{157}$             | ..                      | S. T. nil; F. G. W. available.<br>Road fair up broad Indus valley.   |
| 12                | Fük-che,<br>E.                   | 52P            | $\frac{12}{169}$             | ..                      | S. T. nil; F. G. W. available.<br>Road fair up broad Indus valley.   |
| 13                | Lāgankhēl<br>(La Gankial),<br>E. | do.            | $\frac{8}{177}$              | ..                      | S. T. nil; F. G. W. available.<br>Road fair up broad Indus valley.   |
| 14                | Demchok,<br>E.                   | do.            | $\frac{16}{193}$             | ..                      | At Ladākh-Tibet boundary. S. T. nil; F. G. W. available.   |

Route 81. TANKSE to SHŪSHAL, *v. a* PANGKONG TSO—49 miles.

This route is a longer alternative to a portion of the previous route. Ponies or yaks should be changed at Mang. During the winter the ice of the Pangkong Lake is passable. The quarter-inch reconnaissance map is generally accurate.

|   |                                     |     |                 |       |   |
|---|-------------------------------------|-----|-----------------|-------|---|
|   | Tankse,<br>C., E.                   | 52J | ..              | 12900 | Village, monastery. S. scanty; T. F. G. W. available.<br>Road through narrow valley for about 6 miles, then in open valley. Pass Muglib, mile 9.  |
| 1 | Chakar-Talao<br>(Tsearh-tso),<br>E. | 52K | $\frac{14}{14}$ | 13950 | E. by two small lakes. S. T. nil; F. G. scanty; W. available.<br>Road fair. Gentle ascent for 4 miles. Descent easy $1\frac{1}{2}$ miles to Pangkong lake. 3 miles by S. shore to Spangmik (13900 ft.). Thence sandy going. |

| NUMBER OF STAGES. | NAMES OF STAGES.             | MAP REFERENCE. | INTER-MILES.                          | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.  |
|-------------------|------------------------------|----------------|---------------------------------------|-------------------------|---|
|                   |                              |                | TOTAL MILES.                          |                         |   |
| 2                 | <b>Mang,</b><br><i>E.</i>    | 52K            | $\frac{14\frac{1}{2}}{28\frac{1}{2}}$ | 13900                   | Large scattered village. S. T. F. G. W. available.<br><br>Track at foot of cliffs or along lake to Mēruk, m. 7; at m. 11 leave Pangkong Tso and ascend Shūshal tributary fan. Road good. Descent easy to Shūshal plain. |
| 3                 | <b>Shūshal,</b><br><i>E.</i> | do.            | $\frac{20\frac{1}{2}}{49}$            | 14200                   | Large scattered village. RH. destroyed. E. in willow plantation S. T. (yaks) F. G. W. available.  |

**Route 82. LEH to DEMCHOK, via DEBRING, PUGA, and INDUS valley—198 miles.**

This route to Demchok is less used by caravans for Gar-tok than that *via* Tankse and Shūshal, described in Route 80.

The first three marches *via* Tikse and Ugu are alternative to those on the left bank of the Indus described in Route 55. The second stage, Ugu, is marked Arpa on the old map.

From Mahiya (or Mya) a track leads over the Kaksang La and Thato La to Shūshal (Route 85).

The Indus is generally fordable in winter at Mahiya, Nima Rap, and below Rasirma-le. These fords are rarely passable before September, but skin rafts can be obtained at Nima village. Rafts cannot cross in a high wind. The old quarter-inch reconnaissance maps are available to the Ladākh boundary at Demchok, whence it is 5 marches, or 90 miles, to Gar-tok.

|   |  |     |                 |       |  |
|---|--|-----|-----------------|-------|--|
|   | <b>Leh,</b><br><i>RH., C., E.,<br/>PO., TO.,<br/>Dispensary.</i> | 52F | ..              | 11500 | See Routes 50 and 80.  |
| 1 | <b>Tikse,</b><br><i>E.</i>                                       | do. | $\frac{12}{12}$ | 11000 | Large village, monastery. S. T. F. G. W. available.<br><br>Up r. bank Indus R.; easy going.  |
| 2 | <b>Ugu,</b><br><i>E.</i>   | 52G | $\frac{15}{27}$ | ..    | Village (Arpa on map). S. T. F. G. W. available.<br><br>Cross Indus by bridge below camp, then up l. bank, to Upshi. Thence steady rise by good road along l. bank Gya ravine. |

| NUMBER OF STAGES. | NAMES OF STAGES.    | MAP REFERENCE. | MILES.           |        | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|---------------------|----------------|------------------|--------|-------------------------|--|
|                   |                     |                | INTER.           | TOTAL. |                         |  |
| 3                 | Gya,<br>C., E.      | 52G            | $\frac{21}{48}$  |        | 13500                   | Village and monastery. Small granary, otherwise G. nil; S. T. F. W. available.<br><br>Steady, stony ascent by easy road past Tiarnak, mile 6, getting steeper towards Tagalaung La, 17500 feet, mile 11. Steep descent of about 4 miles. |
| 4                 | Debring,<br>E.      | do.            | $\frac{15}{63}$  |        | 15780                   | Site of <i>Changpa</i> camp variable. S. T. F. scanty; G. W. variable.<br><br>Easy track down broad valley.  |
| 5                 | Pongo Nagu,<br>E.   | do.            | $\frac{12}{75}$  |        | ..                      | No village. S. T. nil; F. G. available. Good W. from small spring.<br>Level easy track across Tsokr Chumo Maidān. Pass Thugje (spring), mile 5. Thence gentle rise with no water up Pōlakonka Fu to pass.                                |
| 6                 | Pōlakonka La,<br>E. | 52K            | $\frac{17}{92}$  |        | 16600                   | E. on pass. S. T. nil; G. scarce; F. W. available.<br>Easy track down Puga valley. W. very scanty, sulphurous and bad.   |
| 7                 | Puga,<br>E.         | do.            | $\frac{11}{103}$ |        | ..                      | No village. S. T. nil; F. G. very scanty; W. much impregnated with sulphur.<br>Continue down Puga R. to Indus opposite Mahiya (Mya), mile 8. (See Route 83.) Then up l. bank Indus. Track good.  |
| 8                 | Nima Rap,<br>E.     | do.            | $\frac{20}{123}$ |        | ..                      | Small village and Indus ford, passable between September and May. S. nil; T. F. G. W. available.<br>Ford Tagalaung stream, mile 10, and Hanle R. at end of march. Track mostly over sand.  |
| 9                 | Loma,<br>E.         | do.            | $\frac{16}{139}$ |        | ..                      | E. on r. bank Hanle R. No village. S. T. nil; F. G. W. available.<br>Track over sand. Valley widens out at end of march.   |
| 10                | Rasirma-le,<br>E.   | do.            | $\frac{10}{149}$ |        | ..                      | S. T. nil; F. G. W. available.<br>Road fair up broad Indus valley.   |

| NUMBER OF STAGES. | NAMES OF STAGES.                        | MAP REFERENCE. | MILES.    |        | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE. |
|-------------------|---|----------------|-----------|--------|-------------------------|--|
|                   |   |                | INTER.    | TOTAL. |                         |  |
| 11                | Gangra-le,<br><i>E.</i>                 | 52O            | 13<br>162 |        | ..                      | } See Route 80.                              |
| 12                | Fûk-che,<br><i>E.</i>                   | 52P            | 12<br>174 |        | ..                      |  |
| 13                | Lâgankhêl<br>(La Gankial),<br><i>E.</i> | do.            | 8<br>182  |        | ..                      |  |
| 14                | Demchok,<br><i>E.</i>                   | do.            | 16<br>198 |        | ..                      |  |

**Route 83. LEH to MAHIYA, via INDUS valley—108 miles.**

This route is alternative to the first part of Route 82, in winter only, the road along the bottom of the Indus valley not being passable until the end of September. The bridge at Hymia may not be passable for ponies, so fresh animals may have to be pre-arranged on the right bank of the Indus here, with some coolies to carry the baggage over the river. These fresh animals should be taken through to Chumathang.

One arch of the cantilever bridge at Chumathang was down in 1911; it is not known whether this has been repaired. A good track leads up the Chumathang Fu to Shûshal.

The quarter-inch reconnaissance map alone is available. Marches from Ugu to Chumathang given below are long, but quite practicable.

|   |   |     |          |       |                 |   |
|---|---|-----|----------|-------|-----------------|---|
| 2 | Leh,<br><i>RH., C., E.,<br/>PO., TO.,<br/>Dispensary.</i> | 52F | ..       | 11500 | } See Route 82. | By Route 82 to Ugu (Arpa on map).<br>Thence fair pony road, steep in places by r. bank Indus to Shera, mile 12. Ponies must be off-loaded at 3 rough bridges; track fair and only passable on-wards end of September when Indus is low. |
|   | Tikse.  | do. | 12<br>12 | 11000 |                 |   |
|   | Ugu,  | 52G | 15<br>27 | ..    |                 |   |

| NUMBER OF STAGES | NAMES OF STAGES. | MAP REFERENCE. | INTER. MILES.<br>TOTAL MILES. | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|------------------|------------------|----------------|-------------------------------|-------------------------|--|
| 3                | Likche,          | 52G            | $\frac{21}{48}$               | ..                      | Villages. S. T. F. G. W. available.<br><br>Pony track, crossing by bridge, mile 4, to l. bank, and back to r. bank at Hymia, mile 7. Latter bridge fit for unladen ponies. Thence by bad road by r. bank passable for animals to Gaik. |
| 4                | Gaik,            | 52K            | $\frac{21}{69}$               | ..                      | Small village. S. very scanty; T. nil; F. G. W. available.<br><br>Fair track by r. bank Indus, passable for animals.   |
| 5                | Chumathang,      | do.            | $\frac{25}{94}$               | ..                      | Village and Indus bridge. S. limited; T. F. G. W. available.<br><br>Fair track but bad in places by r. bank Indus.   |
| 6                | Mahiya (Mya),    | do.            | $\frac{14}{108}$              | ..                      | Hamlet and ford. S. T. very limited; F. G. W. available, (See Route 82.)   |

**Route 84. LEH to DEMCHOK, via DEBRING, HANLE and the PHŌTI LA—211 miles.**

Either bank of the Indus may be followed to Upshi, between Ugu and Gya (See Routes 55 and 82). The grass along the Hanle R. between the Sangpoche La and Hanle swarms with mosquitos in July and August; these are most aggressive and troublesome by day, but disappear at night.

Hanle can also be reached by taking Route 57 to the northern end of the Tso Moriri (lake) and then crossing the mountains to the east *via* the Kyun Tso: from Tso Moriri to Hanle is 3 marches. A third route to Hanle is from Narbu Sumdo, of Route 57, *via* Dangan and the Lenak La, a distance of 3 marches or 55 miles.

The route beyond Hanle across the Phōti La has not recently been revised and few details are available.

|  |     |    |       |                       |
|--|-----|----|-------|-----------------------|
| Leh,<br>RH., C., E.,<br>PO., TO.,<br>Dispensary. | 52F | .. | 11500 | See Routes 50 and 80. |
|--|-----|----|-------|-----------------------|

| NUMBER OF STAGES. | NAMES OF STAGES.           | MAP REFERENCE | MILES.           |        | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.  |   |
|-------------------|----------------------------|---------------|------------------|--------|-------------------------|---|---|
|                   |                            |               | INTER.           | TOTAL. |                         |   |   |
| 1                 | Tikse,<br><i>E.</i>        | 52F           | $\frac{12}{12}$  |        | 11000                   | } See Route 82.   |   |
| 2                 | Ugu,<br><i>E.</i>          | 52G           | $\frac{15}{27}$  |        | ..                      |   |   |
| 3                 | Gya,<br><i>C., E.</i>      | do.           | $\frac{21}{48}$  |        | 13500                   |   |   |
| 4                 | Debring,<br><i>E.</i>      | do.           | $\frac{15}{63}$  |        | 15780                   |   |   |
| 5                 | Pongo Nagu,<br><i>E.</i>   | do.           | $\frac{12}{75}$  |        | ..                      |   |   |
| 6                 | Pōiakonka La,<br><i>E.</i> | 52K           | $\frac{17}{92}$  |        | 16600                   |   |   |
| 7                 | Puga,<br><i>E.</i>         | do.           | $\frac{11}{103}$ |        | ..                      |   |   |
| 8                 | Nima Rap,<br><i>E.</i>     | do.           | $\frac{20}{123}$ |        | ..                      |   | Small village and Indus ford, passable after Sept. 15. S. nil; T. F. G. W. available.   |
| 9                 | Mankhang,<br><i>E.</i>     | 52L           | $\frac{23}{146}$ |        | ..                      |   | Across heavy gritty trackless sand, gradually rising to Sangpoche La; short descent to Hanle R. Thence level track over grass by river. |
| 10                | Hanle,<br><i>E.</i>        | do.           | $\frac{18}{164}$ |        | 14280                   |   | No village. E. on grassy maidan. S. T. nil; F. G. W. available. Track fairly level through grass and scrub.                             |
| 11                | Phōti-le,<br><i>E.</i>     | 52P           | $\frac{11}{175}$ |        | ..                      |   | Village and monastery. E. below village. S. limited; T. F. G. W. available. Cross Phōti La, mile 8. No details.                         |
|                   |                            |               |                  |        |                         | E. at foot of Phōti La. S. T. nil; F. G. W. available. Down Koyul Lungpo; no details available. |   |

| NUMBER OF STAGES. | NAMES OF STAGES.                        | MAP REFERENCE. | MILES.           |        | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|---|----------------|------------------|--------|-------------------------|--|
|                   |   |                | INTER.           | TOTAL. |                         |  |
| 12                | Koyul,<br><i>E.</i>                     | 52P            | $\frac{10}{185}$ |        | ..                      | Small village. S. T. F. G. W. available.<br><br>As before to mile 3. Then south-east up broad Indus valley joining Route 80. |
| 13                | Lāgankhēl<br>(La Gankial),<br><i>E.</i> | do.            | $\frac{10}{195}$ |        | ..                      | } See Route 80.  |
| 14                | Demchok,<br><i>E.</i>                   | do.            | $\frac{16}{211}$ |        | ..                      |  |

**Route 85. SHŪSHAL to MAHIYA (Indus valley), via THATO LA—34 miles.**

This is a short cut between Shūshal and the Puga-Indus confluence; it is passable for yaks from June to October, but the Mahiya ford is not passable till the end of September. The quarter-inch reconnaissance map is generally accurate.

|   |                                |     |                 |       |   |
|---|--------------------------------|-----|-----------------|-------|---|
|   | Shūshal,<br><i>RH., C., E.</i> | 52K | ..              | 14200 | Village. R. H. very dirty. S. T. (yaks) F. G. W. available.<br><br>Good track up tributary south to Thato La, mile 10. Easy descent Mirpa Tso.                  |
| 1 | Mirpa Tso,<br><i>E.</i>        | do. | $\frac{14}{14}$ | ..    | E. at south end of lake. S. T. nil; F. G. scanty; W. available.<br><br>Steep ascent and descent of Kak-sang La, 17000 ft., mile 4. Track rougher on south side. |
| 2 | Mahiya<br>(Mya),<br><i>E.</i>  | do. | $\frac{20}{34}$ | ..    | Hamlet and ford. S. T. very limited; F. G. W. available.  |

## Route 86. KHĀLSAR to SHYOK, summer route, by NOBOK LA—67 miles.

The following route avoids the Shyok valley bottom between Agham and Shyok, which is only passable when the river is low. It is an alternative summer route to No. 90 which is only passable in winter.

| NUMBER OF STAGES. | NAMES OF STAGES.                                    | MAP REFERENCE. | MILES. |        | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|---|----------------|--------|--------|-------------------------|--|
|                   |   |                | INTER. | TOTAL. |                         |  |
|                   | <b>Khālsar</b><br>( <i>Kharchar</i> ),<br><i>E.</i> | 52F            | ..     | •      | 10600                   | Small village. S. T. F. G. W. available. See Route 74.<br><br>Fair bridle road up left bank.   |
| 1                 | <b>Agham</b> ,<br><i>E.</i>                         | do.            | 20     | 20     | 10500                   | Hamlet. S. T. nil; F. G. W. plentiful.<br><br>Track passable for ponies but rough up Wuri Lungma.  |
| 2                 | <b>Tayār</b> ,<br><i>E.</i>                         | do.            | 10     | 30     | 12450                   | Hamlet. S. T. F. G. W. available.<br><br>Steep ascent to Nobok Lartsa, 15500 ft., m. 7; Cross easy Nobok La, m. 10; descent easy for 4 miles; then very rough. |
| 3                 | <b>Durgu</b> ,<br>( <i>Drugab</i> ),<br><i>E.</i>   | 52J            | 27     | 57     | 12400                   | Hamlet. S. T. F. G. W. available.<br><br>Track good by Chang La route from Leh. See Route 89.  |
| 4                 | <b>Shyok</b> ,<br><i>C., E.</i>                     | do.            | 10     | 67     | 12140                   | Village. S. available; T. nil; F. G. W. ample.   |

## PART IV.—THE KARA-KORAM and K'UN-LUN RANGES.

## SECTION A.—TO KĀSHGAR, YĀRKAND and KHOTAN.

Route 87. GILGIT to KĀSHGAR, *via* A.—KILIK pass—435 miles.  
B.—MINTAKA pass—418 miles.

The route described below is the most important one into Central Asia, west of the Kara-koram trade-route, and is the main line taken by the mails. In summer the road up the Hunza gorge is arduous, the pathway being carried over *parris* or cliffs, on pegs and props. Marches are best carried out in the early morning. In winter, when the river is low, and until the beginning of June higher up the valley, many of the worst *parris* can be avoided by keeping to the valley bottom, and by fording the river a number of times in each march. The same conditions hold towards the end of the journey in the Gez defile, a few marches before reaching Kāshgar. The Pāmirs are open and afford easy going for transport animals. By previous application to the Political Agent, Gilgit, the Mir of Hunza will send word through to the Sarikoli Begs on the Pāmirs who will send over yaks to meet the traveller at Murkushi. Coolies can then be dispensed with.

Places marked "Telephone" can speak to one another. Supplies are difficult to obtain beyond Hunza, but the Mir has store-houses at several of the stages, and by visiting him at his capital at Baltit, it is often possible to get permission to draw on these supplies. The Mir's permission is also necessary to use the Rest-houses in Hunza. Milk products, sheep and goats are the only supplies available on the Pāmirs; but yak transport is obtainable at most encampments, especially if the traveller is prepared with presents in kind, which are preferable to cash payments.

A direct route connects Baltit and Nagar, distance 10 miles by the suspension bridge  $\frac{1}{2}$  mile above the Hunza-Nagar junction.

Near Pāsu the old raiding route by the Shingshal gorge leads to Raskam (Route 97). Opposite Sost a route leads north-westwards up the Chapursān and crosses the Irshād and Chullinji passes to Wakhān. Some 3 miles beyond Sost the Khunjerāb valley joins the Hunza R. and routes passable only for coolies lead over the Khunjerāb and Khar-ghanāi passes to the Pāmirs. These are very difficult.

Near Beyik Post a track leads north up the Beyik R. and crossing the Beyik Pass leads to Kizil Robat in Russian Turkistan, thence across the Russian Pāmirs *via* Pamirski Post to the Russian railhead at Andijān.

From Ghujak-bai a track leads south up the Oprang branch of the Pāmīr, over the Oprang pass to the Yārkand river in Raskam. This is unexplored beyond the Oprang Pass. From this route there is a connection with Hunza *via* the Khunjerāb Pass.

Beyond Tāsh-kurghān, the shortest route has been given to Kāshgar. An alternative continues down the Tāsh-kurghān R. for some 10 miles and ascends a tributary to the Chichiklik-maidān. Chihil-gumbaz is reached from here in three marches and Yangi-hissar in 5 more, whence Kāshgar is 46 miles distant. From Tāsh-kurghān to Kāshgar by this route is 12 marches, totalling about 220 miles.

On this route, from Toile-bulung (9360 ft.), one march before Chihil-gumbaz, a track leads over the Baramsāl-dawān into the head of the Kara-tāsh valley. Chinghān-ayaki (10160 ft.), which may be reached in 4 marches from Toile-bulung lies at the head of a very confined and difficult gorge. From here to Kāshgar is 7 days journey.

| NUMBER OF STAGES. | NAMES OF STAGES.   | MAP REFERENCE. | INTER. MILES. |        | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE. |
|-------------------|--|----------------|---------------|--------|-------------------------|--|
|                   |  |                | INTER.        | TOTAL. |                         |  |
|                   | Gilgit,<br>RH., E., PO.,<br>TO., Dispensary,<br>Telephone. | 43I            | ..            |        | 4900                    | See Routes 38 and 71.                        |

| NUMBER OF STAGES. | NAMES OF STAGES.   | MAP REFERENCE. | MILES.          |       | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|--|----------------|-----------------|-------|-------------------------|--|
|                   |  |                | INTER.          | TOTAL |                         |  |
| 1                 | Nômāl,<br>RH., E.  | 42L            | $\frac{17}{17}$ |       | 5500                    | } See Route 71.  |
| 2                 | Chalt,<br>RH., E., Dis-<br>pensary, Tele-<br>phone.              | do.            | $\frac{15}{32}$ |       | 6560                    |  |
| 3                 | Minapin,<br>RH., E.  | do.            | $\frac{17}{49}$ |       | 7080                    |  |
| 4                 | Aliābād<br>(Hunza),<br>RH., E., Dis-<br>pensary, Tele-<br>phone. | do.            | $\frac{11}{60}$ |       | 7350                    | Road good. Cross Tashot bridge mile 3, to r. bank Hunza R. At mile 9, road makes detour up Hassanābād valley and crosses by bridge.<br><br>Village, Fort. S. T. F. G. W. plentiful.<br><br>Good road through terraced cultivation, passing a number of prosperous villages. Baltit lies some two miles off the road to left at mile 4. |
| 4a                | Baltit<br>(Hunza),<br>E., Tele-<br>phone.                        | do.            | $\frac{6}{66}$  |       | 8000                    | Town, fort, capital of Hunza; residence of Mir of Hunza. S. T. F. G. W. plentiful.<br><br>Good road through terraced cultivation. Pass Muhammadābād, mile 2. Several <i>parris</i> to be crossed before reaching Atābād.   |
| 5                 | Atābād,<br>E.  | do.            | $\frac{7}{73}$  |       | 8150                    | Village, fort. S. T. F. G. scanty; W. plentiful.<br><br>Cross <i>parris</i> by road through Karakoram gorge on pegs and props. 1000 ft. above river; road difficult for 3 miles, then easier, with less difficult <i>parris</i> .  |

| NUMBER OF STAGES. | NAMES OF STAGES.                       | MAP REFERENCE. | MILES.                               |        | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|--|----------------|--------------------------------------|--------|-------------------------|--|
|                   |  |                | INTER.                               | TOTAL. |                         |  |
| 6                 | Gulmit,<br>E., RH.,<br>Telephone.      | 42L            | $\frac{11}{84}$                      |        | 8300                    | Village, fort. S. T. F. G. available; W. plentiful. Permission from the Mir must be obtained to use RH.<br>Road fair past snout of Sasaini glacier, mile 3. Pass Sasaini, mile 4, and Baurit, mile 5½.   |
| 7                 | Pāsu,<br>E., RH.                       | do.            | $\frac{8\frac{1}{2}}{92\frac{1}{2}}$ |        | 8150                    | Village, fort. S. T. F. G. available; W. plentiful. Winter route to Shingshal leaves the main route here (Route 97).<br><br>Pass Shingshal gorge, mile 1½, and cross large Batūra glacier, 1½ miles broad, mile 3. Road fair but over <i>parris</i> .  |
| 8                 | Khaibar,<br>E., RH.                    | do.            | $\frac{11}{103\frac{1}{2}}$          |        | 8800                    | Fortified village on cultivated fan. S. T. F. G. limited; W. plentiful.<br>Cross to l. bank Hunza R., mile 3, by bridge; thence road easy. At m. 10 summer route by the Abgarch-i-Tang and Karūn Pir leads eastwards (Route 97).   |
| 9                 | Gircha,<br>E., RH.                     | do.            | $\frac{10}{113\frac{1}{2}}$          |        | 8750                    | Village. S. F. G. available; T. scanty; W. plentiful.<br>Road easy to Sost, mile 4. Cross Hunza R. at m. 8 by suspension bridge. Cross Misgar R., m. 9 by cantilever bridge.   |
| 10                | Misgar,<br>E., TO., RH.,<br>Telephone. | do.            | $\frac{12}{125\frac{1}{2}}$          |        | 10150                   | Hamlet. S. T. F. G. scanty; W. plentiful. No P.O., but Telegraph master will usually accept letters and send with Kashgar mails which pass both ways weekly.<br>Track rough. Pass Tōpkhāna watch-tower, mile 6, near confluence of Derdi R., and Runhil, mile 12, where willows line the river bank. Cross Kilik R. at end of march not later than noon in summer. |
| 11                | Murkushi,<br>E., RH.                   | do.            | $\frac{13\frac{1}{2}}{139}$          |        | 11950                   | Willow jungle. S. T. nil; F. G. W. available. RH. is one-roomed. Flies and mosquitos bad in summer.  |

| NUMBER OF STAGES. | NAMES OF STAGES.            | MAP REFERENCE. | MILES.           |       | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.  |
|-------------------|-----------------------------|----------------|------------------|-------|-------------------------|---|
|                   |                             |                | INTER.           | TOTAL |                         |   |
| A11               | Murkushi,<br><i>E., RH.</i> | 42L            | 139              |       | 11950                   | See above.<br><br>Track up Kilik stream easy and passable for ponies and yaks. Pass Bun-i-kotal, mile 10, and ascend by easy gradient to Kilik pass, 15600 feet. Descent gradual by wide open valley down Kilik Jilga.                                |
| A12               | Kukturuk,<br><i>E.</i>      | 42K            | $\frac{21}{160}$ |       | 13950                   | Nomad camp at junction of Kilik & Kukturuk Jilgas. S. T. limited; Yak-dung F. available; G. W. plentiful.<br><br>Down Kara-chukok R. of Tāghdumbāsh Pāmīr. Going very easy.   |
| A13               | Mintaka-aghzi,<br><i>E.</i> | do.            | $\frac{21}{181}$ |       | 13000                   | See below.  |
| B11               | Murkushi,<br><i>E., RH.</i> | 42L            | 139              |       | 11950                   | See above.<br>Road easy but rough and boulder strewn. Pass Boihil, mile 3 Road passable for yaks and ponies.  |
| B12               | Gulquaja,                   | do.            | $\frac{8}{147}$  |       | 14000                   | Rock shelter near snout of Gulquaja glacier. S. T. F. G. nil; W. plentiful.<br><br>Route leads up edge of Gulquaja glacier for $1\frac{1}{2}$ m., then ascends steeply to Mintaka pass; gentle descent to open Mintaka jilga. Thence very easy going. |
| B13               | Mintaka-aghzi,<br><i>E.</i> | 42K            | $\frac{17}{164}$ |       | 13000                   | See below.  |
| 13                | Mintaka-aghzi,<br><i>E.</i> | 42K            | 181/164          |       | 13000                   | Generally a Sarīkol encampment. Milk S., yak T., dung F. available; G. W. plentiful.<br><br>Easy open going down Tāghdumbāsh Pāmīr.   |

| NUMBER OF STAGES. | NAMES OF STAGES.                   | MAP REFERENCE. | INTER. MILES<br>TOTAL MILES. | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|------------------------------------|----------------|------------------------------|-------------------------|--|
| 14                | Beik Post<br>(Payik),<br><i>E.</i> | 42O            | $\frac{17}{198/181}$         | 12700                   | Chinese post. S. T. F. nil unless nomad camp in vicinity; G. W. plentiful.<br>Track as above to Ghujak-bai, at junction of two branches of Tāghdumbāsh Pāmīr; then more stony.   |
| 15                | Dafdār,<br><i>E.</i>               | do.            | $\frac{17}{215/198}$         | 11530                   | Hamlet with scanty cultivation. S. T. F. G. scanty; W. plentiful. Down Tāsh-kurghān R. Going good.   |
| 16                | Tāsh-kurghān,<br><i>E.</i>         | do.            | $\frac{33}{248/231}$         | 10225                   | Fort and cultivation. S. F. G. limited; T. nil; W. plentiful.  |
|                   |                                    | 42N            |                              |                         | Leave Tāsh-kurghān valley and cross easy pass to Tagharma valley.  |
| 17                | Ghujak,<br><i>E.</i>               | 42J            | $\frac{24}{272/255}$         | ..                      | S. T. F. nil; G. W. available.<br>Going easy.  |
| 18                | Kara-Su,<br><i>E.</i>              | do.            | $\frac{12}{284/267}$         | ..                      | S. T. F. nil; G. W. available.<br>Going easy. Cross easy Ulūgh-rabat pass, mile 4.   |
| 19                | Little<br>Kara-kul,<br><i>E.</i>   | 42N            | $\frac{22}{306/289}$         | 12400                   | Lake. S. T. F. nil; G. W. available.<br>Track fair.  |
| 20                | Tārning-bāshi,<br><i>E., Fort,</i> | do.            | $\frac{20}{326/309}$         | ..                      | } S. T. F. nil; G. W. available.   |
| 21                | Gez-karaul,<br><i>E.</i>           | do.            | $\frac{18}{344/327}$         | ..                      |  |
| 22                | Ulārlik,<br><i>E.</i>              | 42M            | $\frac{20}{364/347}$         | ..                      |  |
|                   |                                    |                |                              |                         | Road down Gez-dara, which becomes confined. Four crossings by bridges in first 25 miles. Road then climbs steeply over several spurs and is arduous going in summer. In winter the narrow valley is passable and comparatively easy; the diversion over the spurs is then avoidable. |

| NUMBER OF STAGES. | NAMES OF STAGES.  | MAP REFERENCE. | MILES.        |        | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.  |
|-------------------|-------------------|----------------|---------------|--------|-------------------------|---|
|                   |                   |                | INTER.        | TOTAL. |                         |   |
| 23                | Tāsh-malik,<br>E. | 42M            | 28<br>392/375 |        | 5310                    | Village and Fort. S. T. F. G. W. available.<br><br>Road crosses Yamān-yār R. and then sandy tract. At mile 8, enter cultivated area surrounding Ōpal. |
| 24                | Ōpal-bāzār,       | do.            | 15<br>407,390 |        | 4670                    | Village and Fort. S. T. F. G. W. available.<br><br>Road good mostly through cultivation.  |
| 25                | Kāshgar,          | do.            | 28<br>435/418 |        | 4380                    | Town, capital of Chinese Turkistān; trade-centre with bāzārs. Residence of <i>Taotai</i> . British Consulate-general. S. T. F. G. W. abundant.        |

**Route 88. LEH to KĀSHGAR—Summer Route, via KHARDŪNG pass, NUBRA, SASER and KARA-KORAM passes, and**

(A)—KILIĀN-DAWĀN and YĀRKAND—583 miles,

(B)—SANJU-DAWĀN and YĀRKAND—595 miles.

Before crossing the Kara-koram pass, there are two portions that may give trouble, viz., Khardūng and Saser passes. In order to avoid the last an attempt was made about 1910 to open up the Upper Shyok as a summer line (Route 89). Traders from Central Asia preferred the new alignment, though for a long distance the country is uninhabited; but the Nubra valley people afterwards succeeded in getting the old route *via* the Nubra re-established as the trade-route. Its main advantage is its shortness; its main drawback the Saser pass. The old route from Pānāmik *via* Chang-lung to Tut-yailak (Pang-dang-sa) has been discarded in favour of the route *via* Um-lung given below, which presents no difficulty. Up the Nubra valley and for some 10 miles beyond Murgo the road is kept in fair repair.

The Khardūng pass is open from mid-June to November for yak transport in a normal year, but can be forced with yaks earlier if necessary. Ponies should be taken over unladen. Avalanches may be dangerous on the north side earlier in the year than June.

The Saser pass is open from 4 to 5 months, say, early July to last half of November in a normal year. During this period it is not difficult if an early start is made except in bad weather.

The Depsang plains are snow-covered till mid-June, when they are soft and spongy and liable to bog ponies.

In certain years the Kumdan and Ak-tāsh glaciers retreat and the main valley of the upper Shyok from Saser Brangsa to Daulat-beg-öldi may be followed (Stages 11-13, Route 90). The Depsang plains may then be avoided.

The Kara-koram pass is easy throughout the year. For the "Amphitheatre route", avoiding the Kara-koram pass, see Route 90.

The Kiliān-dawān is preferable and considerably easier than the Sanju-dawān; the latter is more often used if the destination is Khotan instead of Yārkand. The road to Khotan turns off at Sanju-bāzār and is easy beyond this point. The route *via* Kōk-yār is given in Route 90.

Transport arrangements are best made for the through journey at Leh or Yārkand. Baggage ponies can be bought or hired at either place; it is preferable to hire than to buy. Prices vary with the season and according to the demand.

Travellers disagree widely on the distances of each march beyond the Kara-koram pass and those given below are approximate only; heights are from various sources and are rough.

| NUMBER OF STAGES. | NAMES OF STAGES.  | MAP REFERENCE. | INTER. MILES. |              | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.  |
|-------------------|---|----------------|---------------|--------------|-------------------------|---|
|                   |   |                |               | TOTAL MILES. |                         |   |
|                   | Leh,<br><i>RH., C., E.,<br/>PO., TO.,<br/>Dispensary.</i> | 52F            | ..            |              | 11500                   | See Route 50.<br><br>Road fair but rough and stony up ravine north of Leh. Pass Gangles, mile 5.  |
| 1                 | Leh Polu,*<br><i>E.</i>                                   | do.            | 10            | 10           | 15250                   | Small ruined hut. S. T. nil; F. scanty; G. W. plentiful.<br><br>Ascent to Khardūng pass, 17600 feet, by very steep and stony zigzag. Descent of 1300 feet by steep snowfield and over moraine banks; thence by good path along mountain torrent towards Shyok R., passing Khardūng Polu, 15300 ft., m. 9. This camping ground would be used if travelling in the opposite direction (See Route 74). |
| 2                 | Khardūng,<br><i>C., E.</i>                                | do.            | 15            | 25           | 13350                   | Small village on alluvial plateau. S. limited; F. ( <i>burtsa</i> ) T. W. G. available.<br><br>Down steep Khardūng ravine to mile 7; thence by l. bank Shyok valley. In summer when the river is in flood there is a higher and more tedious road.  |

\* *Polu* means a camping ground with hut of sorts, generally at foot of a pass.

| NUMBER OF STAGES. | NAMES OF STAGES.             | MAP REFERENCE. | MILES.   |        | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.  |
|-------------------|------------------------------|----------------|----------|--------|-------------------------|---|
|                   |                              |                | INTER.   | TOTAL. |                         |   |
| 3                 | Khālsar<br>(Kharchar),<br>E. | 52F            | 12<br>37 |        | 10600                   | <p>Small village about 1½ miles from and 300 feet above river level. S. T. F. G. W. available. E. good halfway between village and river, 200 feet above river.</p> <p>Cross * Shyok R. by suspension bridge at mile 3. Pass Thirit, (E. F. G. W.), mile 6½. Road is then very tedious across stony bed of Nubra-Shyok junction to Liakzun, mile 11. Thence across sandy plain crossing Sumur Lur.gpa towards end of March.</p> |
| 4                 | Tegur,<br>E.                 | do.            | 15<br>52 |        | 10250                   | <p>Large village on l. bank Nubra R. S. T. F. G. W. available but sometimes scarce.</p> <p>Cross fan of Chamsing Lungpa, mile 5. Pass several small hamlets. Road fair.</p>   |
| 5                 | Pānāmik,<br>C., E.           | do.            | 16<br>68 |        | 10600                   | <p>Large village with cultivation. Government granary. Hot springs. S. T. F. G. W. procurable. Complete supplies should be taken from here to last till Turkistān is reached.</p> <p>Pass Poka-chu, mile 2. At mile 8, cross Thulanbuti-chu by wooden bridge 10800 feet; ascend rock face by well-graded road with 35 zigzags to 12800 feet, to avoid Thulanbuti gorge. Descent steep but well-graded road to Umlung.</p>       |
| 6                 | Umlung,<br>E.                | do.            | 12<br>80 |        | 12250                   | <p>E. small. S. T. nil; F. G. scanty; W. procurable.</p> <p>Stony road by r. bank Thulanbuti-chu, which is crossed by a wooden bridge at mile 2. A road from this point onwards by left bank was constructed in 1925. Old road is by r. bank to m. 6.</p>   |

\* This suspension bridge was swept away by Shyok R. in 1926. It had not been repaired in 1927, and the Shyok R. had to be crossed by ferry.

| NUMBER OF STAGES. | NAMES OF STAGES.                   | MAP REFERENCE. | MILES            |        | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|------------------------------------|----------------|------------------|--------|-------------------------|--|
|                   |                                    |                | INTER.           | TOTAL. |                         |  |
| 7                 | Tut-yailak<br>(Pang-dangsa),<br>E. | 52F            | $\frac{11}{91}$  |        | 14150                   | E. opposite westernmost moraine of Mamostong Glacier. Uninhabited. S. T. nil; F. G. W. available.<br><br>Pass Skyangpo-chhe, 15070 feet, mile 2, with good E., and Sartang (E), 16400 feet, mile 8. Skirt moraines to Bongro-chan and ascend saddle glacier on watershed between Nubra and Shyok valleys. Cross Saser pass, 17480 feet, mile 11. Tut-yailak should be quitted at 2 A.M. and transport should be hustled. Road may be difficult and dangerous from avalanches, moraine slips and sudden floods. |
| 8                 | Saser Brangsa,<br>E.               | 52E            | $\frac{16}{107}$ |        | 15200                   | Ruined shelter huts on r. bank of upper Shyok R. S. T. nil; F. G. available but liable to be exhausted in the caravan season. W. plentiful.<br><br>Cross Shyok valley and ford early; thence turn eastwards up deep gully to plateau and Chong-tāsh (lake), 15200, mile 8. F. G. E. Thence down stony valley to Murgo.   |
| 9                 | Murgo<br>(Chalan<br>Chumik),<br>E. | do.            | $\frac{12}{119}$ |        | 14600                   | Uninhabited. S. T. nil; F. W. available; G. scanty; E. near junction of Chong-tāsh and Murgo streams.<br><br>Follow stream by stony gorge; road rough over spurs. A halt can be made about m. 10 or m. 14, where <i>burtsa</i> F. is available. No more F. till Chibra is reached.   |
| 10                | Kizil-langar,<br>E.                | 52E            | $\frac{24}{143}$ |        | 16400                   | Uninhabited. S. T. F. G. nil; W. plentiful. E. in Kizil Langar.<br><br>Follow side stream for about 1 mile to pass, 17780 feet, and cross barren Depsang plains. E. at mile 6. Ford Chip-chap R., mile 13; pass Daulat-beg öldi, mile 15, and ascend stream to Polu.   |

| NUMBER OF STAGES. | NAMES OF STAGES.           | MAP REFERENCE. | INTER. MILES.<br>TOTAL MILES. | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.  |
|-------------------|----------------------------|----------------|-------------------------------|-------------------------|---|
| 11                | Kara-koram Polu,<br>E.     | 52E            | $\frac{17}{160}$              | 16900                   | Rough stone shelters. S. T. F. G. nil; W. plentiful.<br><br>Follow stream in stony valley for about 8 miles; then ascend northern slopes of valley to Kara-koram pass, 18300 feet. Path easy. (The main valley continues to the Kadpa-ngonpo La which leads to the Amphitheatre route described in Route 90). |
| 12                | Balti-brangsa,<br>E.       | do.            | $\frac{22}{182}$              | 17000                   | One hut and rock shelter. S. T. F. nil; W. plentiful. Burtsa G. scanty.<br><br>Continue down stream. Path easy and going good.  |
| 13 *              | Baksam-bulak,<br>E.        | do.<br><br>52I | $\frac{10}{192}$              | 16700                   | S. T. F. nil; G. very scanty; W. plentiful.<br><br>Follow down stream across rolling plateau.   |
| 14                | Malik-Sai (Ak-tāgh),<br>E. | (51L)<br>S9    | $\frac{20}{212}$              | 15450                   | E. at junction of tributary streams. S. T. nil; F. G. scanty; W. plentiful.<br><br>Road fair up northern of two streams east of prominent Ak-tāgh hill. Burtsa should be collected <i>en route</i> .  |
| 15                | Chibra,<br>E.              | do.            | $\frac{10}{222}$              | 16400                   | S. T. nil; F. G. scanty; W. plentiful.<br><br>Continue up stream about 5 miles; gradient gentle to Suget-dawān, 17618 ft. Steep descent by good track for 1000 feet, then gentle.   |
| 16                | Suget Karaul,<br>C., E.    | do.            | $\frac{21}{243}$              | 12300                   | Fort, summer residence of minor Chinese official. S. T. obtainable; F. G. W. plentiful. The best E. is 3 m. upstream in grassy meadow.<br><br>Road good down Kara-kāsh R.   |

\* Stages 13, 14, 15 may conveniently be made into two, by marching on to Sarigh-of  
177. S.T. nil; G. fair. Burtsa F. procurable, W. plentiful.

| NUMBER OF STAGES. | NAMES OF STAGES.                 | MAP REFERENCE. | INTER.-MILES.<br>TOTAL MILES. | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.  |
|-------------------|----------------------------------|----------------|-------------------------------|-------------------------|---|
| 17                | Shāhidulla,<br><i>E.</i>         | (51L)<br>S9    | $\frac{8}{251}$               | 11900                   | Old fort, Kirghiz camps. S. T. scanty; F. G. W. plentiful.  |
| A17               | Shāhidulla,<br><i>E.</i>         | (51L)<br>S9    | 251                           | 11900 <sup>o</sup>      | See above.<br>Good road down Kara-kāsh R. Ford Toghra-su, mile 11 and descend its l. bank.  |
| A18               | Kiliān-<br>kurghān,<br><i>E.</i> | do.            | $\frac{18}{269}$              | 11450                   | S. T. nil; F. G. W. plentiful.<br>Down Kara-kāsh R. for 4 miles and up Tugur-manlik-su. Fair road, with two river crossings.              |
| A19               | Bostān,<br><i>E.</i>             | do.            | $\frac{6}{275}$               | ..                      | S. T. nil; F. G. scanty; W. available.<br>Road fair up Tugur-manlik-su.   |
| A20               | Kara-<br>chaglan,<br><i>E.</i>   | (51H)<br>S6    | $\frac{14}{289}$              | ..                      | E. at south foot of Kiliān pass S. T. F. G. nil; W. available.<br>Ascent and descent of Kiliān-dawān, 17910 ft., steep but not difficult. |
| A21               | Chush-kum,<br><i>E.</i>          | (51L)<br>S9    | $\frac{16}{305}$              | 11620                   | E. at north foot of pass. S. T. F. nil; G. scanty; W. available.<br>Fair track down Kiliān R. Cross torrent several times.                |
| A22               | Lamlung-<br>mazār,<br><i>E.</i>  | do.            | $\frac{12}{317}$              | 9440                    | S. T. F. nil; G. scanty; W. available.<br>As above.   |
| A23               | Ak-shor,<br><i>E.</i>            | (51K)<br>S9    | $\frac{12}{329}$              | 8250                    | S. T. nil; F. G. W. available.<br>As above.   |
| A24               | Kiliān-bāzār,<br><i>E.</i>       | (51G)<br>S6    | $\frac{24}{353}$              | 7000                    | Large village. S. T. F. G. moderate; W. plentiful.<br>Road through richly cultivated valley, then over sandy soil.                        |

| NUMBER OF STAGES. | NAMES OF STAGES.                    | MAP REFERENCE. | INTER.-MILES.<br>TOTAL MILES. | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|-------------------------------------|----------------|-------------------------------|-------------------------|--|
| A25               | Bash-Langar,<br><i>E.</i>           | (51G)<br>S6    | $\frac{14}{367}$              | ..                      | Village. S. T. F. nil; G. W. available.<br><br>Road through cultivation at first, then over gravel.  |
| A26               | Oi-toghrak,<br><i>E.</i>            | do.            | $\frac{10}{377}$              | 5760                    | Village. S. T. F. nil; G. W. available.<br><br>Sandy and gravelly road.  |
| A27               | Bora,<br><i>E.</i>                  | do.            | $\frac{12}{389}$              | 5340                    | Oasis. S. T. F. nil; G. W. available.<br><br>Across Tiznaf valley. Pass Bēsh-arik oasis mile 14. Then good road through irrigated fields.  |
| A28               | Karghalik,<br><i>C., E.</i>         | do.            | $\frac{22}{411}$              | 4430                    | See below.   |
| B17               | Shāhidulla,<br><i>E.</i>            | (51L)<br>S9    | 251                           | 11900                   | } See above.   |
| B18               | Kiliān-<br>kurghān,<br><i>E.</i>    | do.            | $\frac{14}{265}$              | 11450                   |  |
| B19               | Ali-nazār-<br>kurghān,<br><i>E.</i> | do.            | $\frac{16}{281}$              | ..                      | S. T. nil; F. G. W. available.<br><br>Ascend ravine by narrow glen to left. Path steep, narrow and rough.  |
| B20 *             | Tarbogaz,<br><i>E.</i>              | do.            | $\frac{7}{288}$               | ..                      | S. T. F. G. nil; ice W.<br><br>Ascent by narrow track over rocks to Sanju-dawān, 16650 feet; ice-field at top. Descent steep. March may be dangerous from falling rocks and avalanches. Ponies should be taken over unladen. |

\* This stage may be omitted if the Sanju-dawān is in fair condition. The march from Ali-nazār-kurghān to Gezge, 23 miles, can then be covered in 9½ hours.

| NUMBER OF STAGES. | NAMES OF STAGES.                     | MAP REFERENCE. | INTER-MILES.<br>TOTAL MILES. | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|--------------------------------------|----------------|------------------------------|-------------------------|--|
| B21               | <b>Gezge,</b><br><i>E.</i>           | (51L)<br>S9    | $\frac{16}{304}$             | 10000                   | Kirghiz E ; S. T. <i>nil</i> ; F. (dung).<br>G. W. available.  |
|                   |                                      |                |                              | 0                       | Down Sarigh-yar valley, fording river several times.   |
| B22               | <b>Tam-karaul,</b><br><i>E.</i>      | do.            | $\frac{12}{316}$             | 8750                    | Hamlet with cultivation. S. T. <i>nil</i> ; F. G. W. available.  |
|                   |                                      |                |                              |                         | Down narrow winding defile. Pass Chōchu glen, mile 5.  |
| B23               | <b>Kiwaz,</b><br><i>E.</i>           | (51K)<br>S9    | $\frac{16}{332}$             | ..                      | Detached huts in flat sandy basin. S T. <i>nil</i> ; F. G. W. available.                                 |
|                   |                                      |                |                              |                         | Down expanding valley for 4 miles and through fields and gardens. Cross Sarigh-yar ford.                 |
| B24               | <b>Sanju-bāzār,</b><br><i>C., E.</i> | do.            | $\frac{12}{344}$             | 6040                    | E. near exit of Kosh-tāgh road, S. T. F. G. W. available. Cultivation extends down river for some miles. |
|                   |                                      |                |                              |                         | Road passes chiefly through piedmont gravel desert. Pass Sulāghiz-langar half-way.                       |
| B25               | <b>Kosh-tāgh,</b><br><i>C., E.</i>   | do.            | $\frac{25}{369}$             | ..                      | Village on Kiliān R ; T. <i>nil</i> ; S.F. G. W. available.  |
|                   |                                      |                |                              |                         | Ford Kiliān R.   |
| B26               | <b>Oi-toghrak,</b>                   | (51G)<br>S6    | $\frac{20}{389}$             | 5760                    | Village. S. F. G. W. available. T. <i>nil</i> .  |
|                   |                                      |                |                              |                         | Sandy and gravelly road.   |
| B27               | <b>Bora,</b><br><i>E.</i>            | do.            | $\frac{12}{401}$             | 5340                    | Oasis. S. T. F. G. W. as above.  |
|                   |                                      |                |                              |                         | Across Tiznaf valley. Pass Besharik oasis, mile 14. Then good road through irrigated fields.             |
| B28               | <b>Karghalik,</b><br><i>C., E.</i>   | do.            | $\frac{22}{423}$             | 4430                    | See below.   |

| NUMBER OF STAGES. | NAMES OF STAGES.                      | MAP REFERENCE. | MILES.           |       | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.  |
|-------------------|---------------------------------------|----------------|------------------|-------|-------------------------|---|
|                   |                                       |                | INTER.           | TOTAL |                         |   |
| 28                | <b>Karghalik,</b><br><i>C., E.</i>    | (51G)<br>S6    | 411              | 423   | 4430                    | Large town, important bazar. Amban. S. T. F. G. W. plentiful. For the road beyond Karghalik, see below under stage 34, Yapchan. |
| 29                | <b>Posgām,</b><br><i>E.</i>           | (51F)<br>S5    | $\frac{22}{433}$ | 445   | 4200                    | Large village, bazar. Amban. S. T. F. G. W. available.  |
| 30                | <b>Yārkand,</b><br><i>C., E., PO.</i> | do.            | $\frac{18}{451}$ | 462   | 4430                    | Large town and trade centre; bazars. Residence of Amban. S. T. F. G. W. abundant.   |
| 31                | <b>Kōk-rabat,</b><br><i>E.</i>        | (51B)<br>S5    | $\frac{25}{476}$ | 488   | 4380                    | Village. S. T. scanty; F. G. W. available.  |
| 32                | <b>Kizil-bāzār,</b><br><i>E.</i>      | do.            | $\frac{27}{503}$ | 515   | 4410                    | Oasis and village. S. T. G. W. moderate; F. scanty.   |
| 33                | <b>Yangi-hissār,</b><br><i>E.</i>     | do.            | $\frac{30}{533}$ | 545   | 4250                    | Fort, bazar, town. S. T. F. G. W. plentiful.  |

| NUMBER OF STAGES. | NAMES OF STAGES.               | MAP REFERENCE. | MILES.               |        | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.  |
|-------------------|--------------------------------|----------------|----------------------|--------|-------------------------|---|
|                   |                                |                | INTER.               | TOTAL. |                         |   |
| 34                | Yapchan,<br><i>E.</i>          | (51A)<br>S5    | $\frac{26}{559/571}$ |        | 4400                    | Village. S. T. limited; F. G. W. plentiful.<br><br>From Karghalik onwards road is 20 ft. wide. There are staging posts every 5 or 6 miles to Kāshgar and travellers can halt at any of these. Road between Karghalik and Kōk-rabat passes through well-cultivated country; from Kōk-rabat to Kizil-bāzār, through desert, after which small oases become more frequent. Between Yangi-hissār and Kāshgar, cultivated areas are separated by sandy tracts. In summer travelling in the heat of the day is most trying. |
| 35                | Kāshgar,<br><i>C., E., PO.</i> | do.            | $\frac{24}{583/595}$ |        | 4380                    | See Route 87.   |

**Route 89. LEH to BALTI-BRANGSA, via CHANG LA, UPPER SHYOK. KARA-KORAM pass—238 miles.**

The alignment of this route was selected and advocated by the British Joint Commissioner of Ladākh about 1910. Its great advantage was that it avoided the difficulties of the Naser La. The Chang La was substituted for the Khardūng La (see epitome at head of Routes 80 and 88). The route up the upper Shyok is no longer kept up for use in summer, and is now used only in winter, when the frozen river may be crossed with ease, and the distances are shorter than those given below (see Route 90). Details are not given as the road has fallen into disrepair in many places, and the precise condition is not known. Heights are approximate. The alignment of the road is not shown in maps.

|   |   |     |                 |       |                       |
|---|---|-----|-----------------|-------|-----------------------|
|   | Leh,<br><i>RH., C., E.,<br/>PO., TO.,<br/>Dispensary.</i> | 52F | ..              | 11500 | See Routes 50 and 80. |
| 1 | Ranbirpur,<br><i>C., E.</i>                               | do. | $\frac{14}{14}$ | 11000 | } See Route 80.       |
| 2 | Chimre,<br><i>C., E.</i>                                  | 52G | $\frac{13}{27}$ | 11800 |                       |
| 3 | Zingral,<br><i>E.</i>                                     | 52F | $\frac{10}{37}$ | 15780 |                       |

| NUMBER OF STAGES. | NAMES OF STAGES.                     | MAP REFERENCE. | MILES.           |        | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|--------------------------------------|----------------|------------------|--------|-------------------------|--|
|                   |                                      |                | INTER.           | TOTAL. |                         |  |
| 4                 | <b>Tsultak,</b><br><i>C., E.</i>     | 52F            | $\frac{9}{46}$   |        | 15950                   | See Route 80.<br><br>By Route 80 to Durgu, mile $8\frac{1}{2}$ . Thence good down Durgu Lungpa.  |
| 5                 | <b>Shyok,</b><br><i>C., E.</i>       | 52J            | $\frac{19}{65}$  |        | 12140                   | Village. S. available; T. nil; F. G. W. ample.   |
| 6                 | <b>Chong-Jangal,</b><br><i>E.</i>    | do.            | $\frac{18}{83}$  |        | 11950                   | Grazing ground, often deserted. S. T. nil; F. W. ample; G. fair.<br><br>Road was in good condition about 1916, and side <i>nalas</i> were bridged. It is believed that these have since fallen into disrepair. |
| 7                 | <b>Danser,</b><br><i>E.</i>          | do.            | $\frac{21}{104}$ |        | 12400                   | Uninhabited. S. T. G. nil; F. scanty; W. plentiful.<br><br>Road as above.  |
| 8                 | <b>Yargulak,</b><br><i>E.</i>        | do.            | $\frac{26}{130}$ |        | 12950                   | Uninhabited. S. T. nil; F. scanty; G. W. ample.<br><br>Road as above.  |
| 9                 | <b>Kataklik,</b><br><i>E.</i>        | do.<br><br>52I | $\frac{24}{154}$ |        | 13900                   | Uninhabited. S. T. nil; F. scanty; G. W. ample.<br><br>Leave main valley of Shyok, ascending tributary stream bed, which is difficult and dangerous when swollen by melting snow.                              |
| 10                | <b>Murgo,</b><br><i>E.</i>           | 52E<br>52I     | $\frac{21}{175}$ |        | 14600                   | } See Route 88.  |
| 11                | <b>Kizil-langar,</b><br><i>E.</i>    | 52E            | $\frac{24}{199}$ |        | 16400                   |  |
| 12                | <b>Kara-koram Polu,</b><br><i>E.</i> | do.            | $\frac{17}{216}$ |        | 16900                   |  |
| 13                | <b>Balti-brangsa,</b><br><i>E.</i>   | do.            | $\frac{22}{238}$ |        | 17000                   |  |

**Route 90. LEH to KĀSHGAR, via DIGAR LA, SHYOK valley, KARAKORAM pass and YANGI-DAWĀN—628 miles.**

This route is essentially a winter one. The Digar La is said to be generally open longer than the Khardūng or Chang La, and less frequently blocked. In winter it is passable for coolies. The upper Shyok is passable by the valley bottom and is frozen for 4 months. As far as Yargulak, fine weather may be expected even in winter, and except on the Digar La itself, little snow falls. North of Yargulak snowfalls are frequent in winter, but the Kara-koram pass is rarely, if ever, closed.

From Kataklik a track leads to Murgo, a stage of the summer route, whence the road leads over the Depsang plains to the Chip-chap R. In winter almost continual snow falls on the Depsang and the Shyok valley bottom is preferred. The present condition of the Kumdun and Ak-tāsh glaciers descending from the Nubra watershed is not known. At times they advance and block the valley passage, and the route over them becomes extremely difficult and dangerous. At such times the Murgo route is preferable, in spite of the snow conditions.

The Yārkanḍ R. between Khufelang Aghzi and Kirghiz-jangal is only passable when the river is low; but Kirghiz-jangal may be reached from Shāhidulla, a stage of the summer route, in two long marches by the Kōk-art or Sokhbulak-dawān.

An alternative route which may, since 1926, be used in autumn and winter leaves the trade route just before crossing the Kara-koram Pass. It crosses the very easy Kadpa-ḡonpo La, and descends the Ngonpo Lungpa valley without difficulty to the Yārkanḍ "Amphitheatre." From here it is 46 miles or 3 marches to Khufelang Aghzi. The last part of this journey is only passable when the river is low. The great advantage of the route is that *burtsa* fuel and grass are available throughout.

Two other routes lead over the K'un-lun range west of the Yangi-dawān. These leave the Yārkanḍ R. at Chirāgh-saldi and Bāzār-dara respectively and cross the range by the Chirāgh-saldi and Takht-kuram passes, rejoining the route described at Kujiya-Mazār and Ishak-art-aghzi. Both these routes are longer than that by the Yangi-dawān, and the river below Kulan-öldi is often impassable. The latter alignment is given in Route 98.

| NUMBER OF STAGES. | NAMES OF STAGES.  | MAP REFERENCE. | MILES.          |       | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.  |
|-------------------|---|----------------|-----------------|-------|-------------------------|---|
|                   |   |                | INTER.          | TOTAL |                         |   |
|                   | Leh,<br><i>RH., C., E.,<br/>PO., TC.,<br/>Dispensary.</i> | 52F            | ..              |       | 11500                   | See Route 50.<br>Rough road up ravine north-east of Leb.  |
| 1                 | Digar Polu,<br><i>E.</i>                                  | do.            | $\frac{13}{13}$ |       | ..                      | Huts. S. T. F. G. nil; W. available.<br>Ascent to Digar La, 17900 ft., steep and rough. Descend long snow-covered slope. Track boggy below snow line. |
| 2                 | Digar,<br><i>E.</i>                                       | do.            | $\frac{14}{27}$ |       | 13080                   | Small village. S. T. F. nil; G. W. plentiful.<br>Descend Lung-thung Lumba.  |
| 3                 | Agham,<br><i>E.</i>                                       | do.            | $\frac{8}{35}$  |       | 10500                   | Small village. S. T. scanty; F. G. W. plentiful.<br>Track fair eastwards up Shyok valley bottom.  |

| NUMBER OF STAGES. | NAMES OF STAGES.                         | MAP REFERENCE. | MILES.           |       | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.  |
|-------------------|--|----------------|------------------|-------|-------------------------|---|
|                   |  |                | INTER-           | TOTAL |                         |   |
| 4                 | <b>Pakra,</b><br><i>E.</i>               | 52J            | $\frac{12}{47}$  |       | 11000                   | E. on r. bank. S. T. nil; F. G. W. plentiful.<br>Track fair eastwards up Shyok valley bottom.   |
| 5                 | <b>Chim-chak,</b><br><i>E.</i>           | do.            | $\frac{10}{57}$  |       | 11600                   | E. on r. bank. S. T. nil; F. G. W. plentiful.<br>Track fair eastwards up Shyok valley bottom.   |
| 6                 | <b>Shyok,</b><br><i>C., E.</i>           | do.            | $\frac{8}{65}$   |       | 12140                   | Village. S. available; T. nil; F. G. W. ample.<br>Cross where bed is sandy or gravelly with guide from village. Above this point, river is frozen for 4 months, and route generally lies over the ice. Valley bends N. at mile 8. Pass Tamoksa E., mile 12. |
| 7                 | <b>Chong-jangal,</b><br><i>E.</i>        | do.            | $\frac{18}{83}$  |       | 11950                   | Grazing ground, uninhabited in winter. S. T. nil; F. W. ample; G. fair.<br>Pass Chang-chenmo confluence, mile 4, and Shokpa Kunglang E., mile 11. Road as before over river ice.  |
| 8                 | <b>Dang-yailak,</b><br><i>E.</i>         | do.            | $\frac{18}{101}$ |       | 12230                   | E. on r. bank. S. T. nil; F. W. plentiful.<br>Road as before. Pass Katlang-chenmo, E., mile 9.  |
| 9                 | <b>Yargulak,</b><br><i>E.</i>            | do.            | $\frac{20}{121}$ |       | 12950                   | E. on l. bank. S. T. nil; F. G. W. plentiful.<br>Road as before. Pass Shivolung, E., at mouth of Galwān R., mile 8.   |
| 10                | <b>Kataklik,</b><br><i>E.</i>            | 52J<br>52I     | $\frac{18}{139}$ |       | 13900                   | E. on l. bank. S. T. nil; F. scanty; G. fair; W. ample.<br>Road as before. Pass the snouts of several large glaciers descending from the Nubra watershed. The passage of these may be difficult and dangerous.  |
| 11                | <b>Sultān-<br/>chuskum,</b><br><i>E.</i> | 52E            | $\frac{15}{154}$ |       | 14200                   | E. on l. bank. S. T. nil; F. scanty; G. fair; W. ample.<br>Pass Saser Brangsa, mile 10.<br>Road as before.  |

| NUMBER OF STAGES. | NAMES OF STAGES.                                | MAP REFERENCE. | MILES.           |        | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.  |
|-------------------|---|----------------|------------------|--------|-------------------------|---|
|                   |   |                | INTER.           | TOTAL. |                         |   |
| 12                | Kumdun,<br><i>E.</i>                            | 52E            | $\frac{18}{172}$ |        | 15000                   | <i>E.</i> on l. bank. <i>S. T.</i> nil; <i>F.</i> scanty; <i>G.</i> fair; <i>W.</i> ample. Road as before.  |
| 13                | Gapshan<br>(Yapchan),<br><i>E.</i>              | do.            | $\frac{9}{181}$  |        | .. 0                    | <i>E.</i> on l. bank. <i>S. T.</i> nil; <i>F.</i> scanty; <i>G.</i> fair; <i>W.</i> ample. Road as before. Join the summer route at Daulat-beg-öldi mile 15, and ascend the tributary stream to Kara-koram Polu.  |
| 14                | Kara-koram<br>Polu,<br><i>E.</i>                | do.            | $\frac{18}{199}$ |        | 16900                   | } See Route 88.   |
| 15                | Balti-brangsa,<br><i>E.</i>                     | do.            | $\frac{20}{219}$ |        | 17000                   |   |
| 16                | Baksam-bulak,<br><i>E.</i>                      | do.<br>52I     | $\frac{10}{229}$ |        | 16700                   | <i>S. T. F.</i> nil; <i>G.</i> very scanty; <i>W.</i> plentiful. Continue down stream across rolling plateau.   |
| 17                | Malik-sai<br>(Ak-tāgh),<br><i>E.</i>            | (51L)<br>W*    | $\frac{23}{252}$ |        | 15200                   | <i>E.</i> by prominent yellowish hill. <i>S. T.</i> nil; <i>F. G. W.</i> available. Follow stream, which has to be forded twice, to junction with Yärkand R.  |
| 18                | Khufelang<br>Aghzi<br>(Khapalung),<br><i>E.</i> | (51H)<br>W*    | $\frac{15}{267}$ |        | 14400                   | <i>E.</i> at Yärkand R. confluence. <i>S. T.</i> nil; <i>F. G. W.</i> available. Cross Yärkand R. to l. bank. and ascend about 2000 feet above valley bottom. For some miles road keeps at this height then descends gradually to river bed, which it follows. Cross river several times. |
| 19                | Igar-saldi,<br><i>E.</i>                        | do.            | $\frac{20}{287}$ |        | 14000                   | <i>S. T.</i> nil; <i>F. G. W.</i> available.<br><br>Down Yärkand R. bed, crossing and recrossing several times. About mile 12, a road from Shāhidulla to Kōka-art or Sokh-bulak-dawān joins.  |
| 20                | Kirghis-jaugal<br>(Kōk-art),<br><i>E.</i>       | do.            | $\frac{20}{307}$ |        | 13900                   | <i>S. T.</i> nil; <i>F. G. W.</i> available.<br><br>Down Yärkand R. bed, mostly by l. bank. Track fair.   |

\* W. refers to Wood's map of De Filippi expedition 1913-14.

| NUMBER OF STAGES. | NAMES OF STAGES.   | MAP REFERENCE. | MILES.           |        | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|--|----------------|------------------|--------|-------------------------|--|
|                   |  |                | INTER.           | TOTAL. |                         |  |
| 21                | <b>Kulan-öldi</b><br><i>E.</i>                               | (51H)<br>W*    | $\frac{15}{322}$ |        | 12100                   | E. near conspicuous hill. S. T. nil; F. G. W. plentiful.<br>Cross Yärkand R. about mile 2. Ascend Tokonak ravine on r. bank. About mile 6, road is steep and rough, otherwise fair with easy gradient, to Yangi-dawān, 15800 feet, mile 10. Descent steep at first but usually good. |
| 22                | <b>Töra-öghil,</b><br><i>E.</i>                              | do.            | $\frac{18}{340}$ |        | 12000                   | E. at junction of large open valley with stream. Small mud fort. S. T. nil; F. G. W. plentiful.<br>Road easy down stream.  |
| 23                | <b>Kizil-üngur</b><br>( <b>Kuija-mazār</b> ),<br><i>E.</i>   | do.            | $\frac{20}{360}$ |        | 9300                    | Small village of scattered huts. S. T. limited but procurable after much delay; F. G. W. plentiful.<br>Road rougher down stream, which is crossed many times.  |
| 24                | <b>Ishak-art-aghzi</b><br>( <b>Khalastān</b> ),<br><i>E.</i> | (51G)<br>W*    | $\frac{20}{380}$ |        | 8350                    | S. T. nil; F. G. W. plentiful.<br>Continue down stream for about 2 miles, then strike up side stream on r. bank, by narrow gorge. Road very rough and steep; then fair to Ak-koram-dawān, or Tōpa-dawān 10750 feet; descent easier.  |
| 25                | <b>Ak-masjid,</b><br><i>E.</i>                               | (51G)<br>S6    | $\frac{15}{395}$ |        | 8400                    | Small scattered village. S. T. procurable with difficulty; F. G. W. plentiful.<br>Road follows centre of large grassy valley, Yaghaile-jilga, and drops steeply to the plains. Track fair. Pass small village of Pussa-mile 12.  |
| 26                | <b>Kökyär</b><br><i>Ü., E.</i>                               | do.            | $\frac{17}{412}$ |        | 6440                    | Small town, bazar. S. T. F. G. W. available.<br>Road crosses sandy tract of low barren undulating country.   |
| 27                | <b>Beshterek,</b><br><i>E.</i>                               | do.            | $\frac{24}{436}$ |        | 5890                    | Oasis with hamlets. S. scanty; T. nil; F. G. W. available.<br><br>Road across barren sandy country to within 5 miles of Karghalik, where begins extensive cultivation.   |

\* W. refers to Wood's map of De Filippi expedition 1913-14.

| NUMBER OF STAGES. | NAMES OF STAGES.                           | MAP REFERENCE.       | MILES.            |        | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.        |
|-------------------|--|----------------------|-------------------|--------|-------------------------|---|
|                   |  |                      | INTER.            | TOTAL. |                         |   |
| 28                | <b>Karghalik,</b><br><i>C., E.</i>         | (51G)<br>S6          | $\frac{20}{456}$  |        | 4430                    | } For details and intermediate stages see Route 88. |
| 30                | <b>Yārkand,</b><br><i>RH., C., E., PO.</i> | (51F)<br>S5<br>(51B) | $\frac{40}{496}$  |        | 4430                    |   |
| 35                | <b>Kāshgar,</b><br><i>C., E., PO.</i>      | (51A)<br>S5          | $\frac{132}{628}$ |        | 4380                    |   |

### Route 91. LEH to KASHGAR, via LINGZI-THANG plains—654 miles.

In the early seventies of the 19th century efforts were made to establish this route as the main trade-route between Leh and Yārkand. In many respects it is an easier road than that by the Shyok or Saser La, but it is longer than either of these, far more of its length is uninhabited, bitter winds sweep across the bleak plains and there is considerable risk of losing the way. Fuel, grass, and even drinkable water are by no means common commodities, and pack animals suffer greater loss here than on the difficult Saser route. During the second Forsyth mission to Yārkand in 1873, the *changpa* method of using sheep as transport was tried with success, and it is probable that this system is the most economical for sportsmen. One man can look after 30 sheep, each carrying a load of 20 lbs., and a sheep can carry on without grass or water, where a pack pony cannot. In 1884 a caravan of ponies lost its way and only reached Kizil-jilga after suffering extreme hardships and losses. Since that date the route has been abandoned as a trade-route.

Rough quarter-inch reconnaissance maps are available of this route, as far as stage 14. The 1/M sheet 52 shows the route from here to Malik-sai, stage 20. Thereafter Stein's maps, serials 9, 6 and 5 on the scale of 8 miles to the inch are the best.

|   |  |     |                 |       |                       |
|---|--|-----|-----------------|-------|-----------------------|
|   | <b>Leh,</b><br><i>RH., C., E., PO., TO., Dispensary.</i> | 52F | ..              | 11500 | See Routes 50 and 80. |
| 1 | <b>Ranbirpur,</b><br><i>C., E.</i>                       | do. | $\frac{14}{14}$ | 11000 | } See Route 80.       |
| 2 | <b>Chimre,</b><br><i>C., E.</i>                          | 52G | $\frac{13}{27}$ | 11890 |                       |
| 3 | <b>Zingral,</b><br><i>E.</i>                             | 52F | $\frac{10}{37}$ | 15780 |                       |
| 4 | <b>Tsultak,</b><br><i>C., E.</i>                         | do. | $\frac{9}{46}$  | 15950 |                       |

| NUMBER OF STAGES. | NAMES OF STAGES.                    | MAP REFERENCE. | MILES.           |        | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.  |
|-------------------|-------------------------------------|----------------|------------------|--------|-------------------------|---|
|                   |                                     |                | INTER.           | TOTAL. |                         |   |
| 5                 | Tankse,<br>C., E.                   | 52J            | $\frac{15}{61}$  |        | 12900                   | Large village, monastery. S. scanty; T. F. G. W. available.<br><br>Road through gorge for about 6 miles then in open valley. Pass Muglib, mile 9.   |
| 6                 | Chakar-Talao<br>(Tsearh-tso),<br>E. | 52K            | $\frac{14}{75}$  |        | 13950                   | E. by two small lakes. S. T. nil; F. G. scanty; W. available.<br><br>Road fair. Pass Lukung, mile 7, with few huts, about 2 miles from N. W. end of Pangkong lake, and Phobrang, last village, mile 11. |
| 7                 | Chagra,<br>E.                       | 52J            | $\frac{19}{94}$  |        | 15090                   | Sometimes <i>Changpa</i> camp. S. T. nil; F. scanty; G. W. available.<br><br>Road undulating with gradual rise to Marsimik pass 18400 feet, mile 9. Easy but stony descent down Rimdi valley.           |
| 8                 | Rimdi,<br>E.                        | do.            | $\frac{17}{111}$ |        | 16900                   | E. two miles below Rimdi; occasional <i>Changpa</i> camp. S. T. nil; F. G. scanty; W. available.<br><br>Track very stony.   |
| 9                 | Pämzal,<br>E.                       | do.            | $\frac{10}{121}$ |        | 14790                   | S. T. nil; F. G. W. available.<br><br>Track improves and is generally fair.   |
| 10                | Gogra,<br>E.                        | do.            | $\frac{13}{134}$ |        | 15570                   | S. T. nil; F. G. W. available.<br><br>Track fair but much up and down over spurs.   |
| 11                | Kota-jilga,<br>E.                   | do.            | $\frac{8}{142}$  |        | 16730                   | S. T. nil; F. G. W. available.<br><br>Gentle ascent through broad stony ravine to mile 4, then steeper.   |
| 12                | Panglung,<br>E.                     | do.            | $\frac{8}{150}$  |        | 17250                   | S. T. nil; F. G. W. available.<br>Gentle ascent to Changlung pass, 18910 feet; high tableland, one mile, and bad track along ravine.  |

| NUMBER OF STAGES. | NAMES OF STAGES.                      | MAP REFERENCE. | MILES.                                 |        | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|---------------------------------------|----------------|--|--------|-------------------------|--|
|                   |                                       |                | INTER.                                 | TOTAL. |                         |  |
| 13                | Samzungling,<br><i>E.</i>             | 52J            | $\frac{15}{165}$                       |        | 17310                   | S. T. F. nil; G. very scanty; W. available.<br>Track fair. Gentle ascent to tableland; track fair across west end of Lingzithang plains.   |
| 14                | Dehra Compas,<br><i>E.</i>            | do.            | $\frac{19}{184}$                       |        | 17890                   | S. T. F. G. nil; W. scanty by digging.<br>Cross Dehra pass, mile 1½. Fair but stony track down Kara-kāsh valley.   |
| 15                | Shinglung<br>(Donglung),<br><i>E.</i> | 52I            | $\frac{18}{202}$                       |        | 17030                   | S. T. G. nil; F. W. available.<br>Road bad and difficult for laden animals.  |
| 16                | Kizil-jilga,                          | do.            | $\frac{14\frac{1}{2}}{216\frac{1}{2}}$ |        | 16360                   | Two huge red rocks on Kara-kāsh R. S. T. nil; F. G. W. nil, but available from down stream.<br>Road stony and bad down Kara-kāsh R. bed.   |
| 17                | Chung-tāsh.<br><i>E.</i>              | do.            | $\frac{23\frac{1}{2}}{240}$            |        | 15740                   | S. T. F. G. nil; W. available.<br>Track leaves Kara-kāsh R., and ascends tributary; bad for 3 miles, then across plain, and up ravine. Cross stream several times.   |
| 18                | Shor-jilga,<br><i>E.</i>              | do.            | $\frac{14}{254}$                       |        | 15900                   | S. T. F. G. nil; W. available.<br>Track rough up ravine to Kara-tāgh pass, 17800 feet, with short sharp descent to open plain.   |
| 19                | Kara-tāgh,<br><i>E.</i>               | do.            | $\frac{9}{263}$                        |        | 16890                   | Lake. S. T. G. nil; F. W. available.<br>Track good over level plain. Pass Tamba, mile 11.  |
| 20                | Malik-sai<br>(Ak-tāgh),<br><i>E.</i>  | (51L)<br>S9    | $\frac{20}{283}$                       |        | 15200                   | <i>E.</i> about 3 miles short of Ak-tāgh, at junction of Chibra stream.<br>S. T. G. nil; F. W. available.<br><br>Join summer route <i>via</i> Karakoram pass up Chibra stream.<br>Road good. (See Route 88). |
| 21                | Chibra,<br><i>E.</i>                  | (51L)<br>S9    | $\frac{10}{293}$                       |        | 16400                   | } See Route 88, page 184.  |
| 22                | Suget Karaul,<br><i>C., E.</i>        | (51L)<br>S9    | $\frac{21}{314}$                       |        | 12300                   |  |

| NUMBER OF STAGES. | NAMES OF STAGES.                    | MAP REFERENCE. | MILES.           |        | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.                          |
|-------------------|-------------------------------------|----------------|------------------|--------|-------------------------|---|
|                   |                                     |                | INTER.           | TOTAL. |                         |   |
| 23                | Shāhidulla,<br><i>E.</i>            | (51L)<br>S9    | 8<br><hr/> 322   |        | 11900                   | For details, intermediate stages and maps, see Route 88, pp. 185-189. |
| 34                | Karghalik,<br><i>C., E.</i>         | (51G)<br>S6    | 160<br><hr/> 482 |        | 4430                    |   |
| 36                | Yārkand,<br><i>RH., C., E., PO.</i> | (51F)<br>S5    | 40<br><hr/> 522  |        | 4430                    |   |
| 41                | Kāshgar,<br><i>C., E., PO.</i>      | (51A)<br>S5    | 132<br><hr/> 654 |        | 4380                    |   |

**Route 92. TANKSE to SHAHIDULLA, via LINGZI-THANG plains—329 miles.**

The route described below is alternative to a portion of Route 91 and was taken by Captain Biddulph of the Yārkand Mission 1873.

The going between Gogra and Kizil-jilga is probably better than that described in Route 91, but there is even less grazing and fuel here and water also is very scarce; pack animals suffer great hardships and sportsmen would do well to use the *changpa* method of sheep transport (see epitome to Route 91).

Near Palong Karpo a track branches up the Kara-kāsh R. to Hāji-langar and over the Yangi-dawān to Khotan (see Route 93).

At Somgul, a track branches north over the Hindu-tāsh-dawān, 17750 feet, to the Pusha valley, and, avoiding the bottom of the Kara-kāsh gorge, leads to Khotan in 10 days march. The Hindu-tāsh-dawān is a difficult pass with a glacier on its north side.

Only rough quarter-inch reconnaissance maps are available of the greater part of this route. From Abdul-Ghafūr-langar Stein's map (Serial No. 9) is the best.

|   |  |     |                |       |  |
|---|--|-----|----------------|-------|--|
|   | Tankse,<br><i>C., E.</i>                   | 52J | ..             | 12900 | By Route 91 to Gogra, stage 5. Thence road good and passable for laden animals from Changchenmo valley up Kugraug and Chang-lung valleys to north-east. Steep ascent, gradual descent, winding track along hill-side, crossing many spurs and ravines. |
| 1 | Chakar-Talao<br>(Tsearh-tso),<br><i>E.</i> | 52K | 14<br><hr/> 14 | 13950 |  |
| 2 | Chagra,<br><i>E.</i>                       | 52J | 19<br><hr/> 33 | 15090 |  |
| 3 | Rimdi,<br><i>E.</i>                        | do. | 17<br><hr/> 50 | 16900 |  |
| 4 | Pāmzal,<br><i>E.</i>                       | do. | 10<br><hr/> 60 | 14790 |  |
| 5 | Gogra,<br><i>E.</i>                        | do. | 13<br><hr/> 73 | 15570 |  |

| NUMBER OF STAGES. | NAMES OF STAGES.                         | MAP REFERENCE. | INTER. MILES.<br>TOTAL MILES.          | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|--|----------------|--|-------------------------|--|
| 6                 | Shamal Lungpa,<br><i>E.</i>              | 52J            | $\frac{12}{85}$                        | 17020                   | S. T. nil ; G. very scanty ; F. W. plentiful.<br>Cross Chang-lung-barma pass, 19280 feet, mile 7.  |
| 7                 | Nischu,<br><i>E.</i>                     | 52N            | $\frac{14\frac{1}{2}}{99\frac{1}{2}}$  | 18620                   | W. available.<br>Cross Kāla Pahār, (in Sumshal plain), 19300 feet, mile 6½.  |
| 8                 | Lingzi-thang,<br><i>E.</i>               | do.            | $\frac{16\frac{1}{2}}{116}$            | 17680                   | W. by digging only.<br>Track good across Lingzi-thang plain.   |
| 9                 | Jangal,<br><i>E.</i>                     | 52M            | $\frac{17}{133}$                       | 17610                   | W. available.<br>Track good. Gentle ascent and descent. Pass Kizil-dawān, 17290 feet, mile 4. Thence down Kizil ravine.  |
| 10                | Sumna,<br><i>E.</i>                      | do.            | $\frac{21\frac{1}{2}}{154\frac{1}{2}}$ | 17150                   | F. G. W. available, 3 miles down.<br>Track good.   |
| 11                | Kizil-jilga,<br><i>E.</i>                | 52I            | $\frac{9}{163\frac{1}{2}}$             | 16360                   | } By Route 91 to Chong-tāsh ;<br>thence stony and bad through narrow gorge.  |
| 12                | Chong-tāsh,<br><i>F.</i>                 | do.            | $\frac{23\frac{1}{2}}{187}$            | 15740                   |  |
| 13                | Sumnal,<br><i>E.</i>                     | do.            | $\frac{13}{200}$                       | 15540                   | Junction of <i>nala</i> . F. G. W. plentiful.<br>Track obstructed by huge boulders and débris. Valley opens out for 3 miles, then contracts. Cross Kara-kāsh R. often. |
| 14                | Tak Marpo,<br><i>E.</i>                  | do.            | $\frac{11}{211}$                       | 15000                   | Yellow rock on l. bank Kara-kāsh. G. W. plentiful.<br>Track good. Valley opens out.  |
| 15                | Palong Karpo,<br><i>E.</i>               | 52M            | $\frac{21}{252}$                       | 14600                   | Huge rock on left of valley. F. G. W. abundant.<br>Track follows valley which changes direction north-west.  |
| 16                | Sora (Abdul-Ghafūr-langar),<br><i>E.</i> | do.<br>52I     | $\frac{15}{247}$                       | 14000                   | Natural salt pans. F. G. W. abundant.<br>Down Kara-kāsh valley.  |
| 17                | Kara-jilga,<br><i>E.</i>                 | (51L)<br>S9    | $\frac{17}{264}$                       | ..                      | E. at mouth of ravine. F. G. W. abundant.<br>Track bad.  |

| NUMBER OF STAGES. | NAMES OF STAGES.              | MAP REFERENCE. | MILES.    |        | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|-------------------------------|----------------|-----------|--------|-------------------------|--|
|                   |                               |                | INTER.    | TOTAL. |                         |  |
| 18                | Somgul,<br><i>E.</i>          | (51L)<br>89    | 18<br>282 |        | 13400                   | E. on r. bank of Kara-kāsh R. F. G. W. plentiful. Track by r. bank, past Portāsh, mile 16. |
| 19                | Gulbāsher-mazār,<br><i>E.</i> | do.            | 24<br>306 |        | 12400                   | Kirghiz E. on r. bank of Kara-kāsh R. F. G. W. plentiful. Track fair.                      |
| 20                | Bilakchi,<br><i>E.</i>        | do.            | 10<br>316 |        | 12340                   | Kirghiz E. on r. bank of Kara-kāsh R. F. G. W. plentiful. Track good, past jade quarries.  |
| 21                | Shāhidulla,<br><i>E.</i>      | do.            | 13<br>329 |        | 11900                   | See Route 88.  |

**Route 93. TANKSE to KHOTAN via LINGZI-THANG and YANGI-DAWĀN**  
—376 miles.

No European has crossed the Yangi-dawān since Johnson's journey of 1865. The details below are mainly from his report. The Yangi-dawān route came into use during the independence of the rebel ruler Habibullah, but has long since fallen into disuse, Route 88 being now used as far as Sanju-bāzār. The Yangi-dawān used to be passable from June to August.

A good track leads down the Kara-kāsh R. from Hāji-langar to Abdul-Ghafur-langar of Route 92. The distances as estimated by Johnson are given with slight modification; the position of Burtza-thang appears to be doubtful on the map. North of the Yangi-dawān, Johnson's itinerary is difficult to follow as far as Karanghu-tāgh. Details beyond this point are mainly from Sir Aurel Stein's explorations. The maps of the latter (Serials 9, 14) are the best beyond Karanghu-tāgh.

Transport should be engaged for the through journey, and losses must be expected in pack animals. If the *changpa* method of sheep transport is used for crossing the Lingzi-thang, coolies must be employed for crossing the passes, and these must be arranged for from Khotan. Stein reports obstruction by the villagers in Karanghu-tāgh and coolies from here will be unobtainable without special orders from the Chinese authorities.

|   |  |     |          |       |                 |
|---|--|-----|----------|-------|-----------------|
|   | Tankse<br><i>C., E.</i>                    | 52J | ..       | 12900 | } See Route 91. |
| 1 | Chakar-Talao<br>(Tsearh-tso),<br><i>E.</i> | 52K | 14<br>14 | 13950 |                 |
| 2 | Chagra,<br><i>E.</i>                       | 52J | 19<br>33 | 15090 |                 |
| 3 | Rimdi,<br><i>E.</i>                        | do. | 17<br>50 | 16900 |                 |
| 4 | Pāmzal,<br><i>E.</i>                       | do. | 10<br>60 | 14790 |                 |

| NUMBER OF STAGES. | NAMES OF STAGES.            | MAP REFERENCE. | MILES.                                |        | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.  |
|-------------------|-----------------------------|----------------|---------------------------------------|--------|-------------------------|---|
|                   |                             |                | INTER.                                | TOTAL. |                         |   |
| 5                 | Gogra                       | 52J            | $\frac{13}{73}$                       |        | 15570                   | See Route 92.<br>Track fair down l. bank small stream and across several low broad spurs.   |
| 6                 | Shamal Lungpa, E.           | do.            | $\frac{12}{85}$                       |        | 17020                   |   |
| 7                 | Nischu E.                   | 52N            | $\frac{14\frac{1}{2}}{99\frac{1}{2}}$ |        | 18630                   |   |
| 8                 | Burtsa-thang, E.            | do.            | $\frac{17\frac{1}{2}}{117}$           |        | 17400                   | E. by stream. F. G. nil; W. available.<br>Track good over plain. No grass but occasional <i>burtsa</i> .  |
| 9                 | Tso-thang, E.               | do.            | $\frac{20}{137}$                      |        | 17000                   | E. near small brackish lake. F. G. nil; W. bad.<br>Cross low ridge 200 feet high and descend for 6 miles to dry basin and extensive plain.  |
| 10                | Huzākhar, E.                | 52M            | $\frac{15}{152}$                      |        | 16700                   | E. on east of small brackish lake. F. G. nil; W. from spring in high bank of lake.<br>Track for 12 miles down broad sandy ravine, then up spur to left with descent to small brackish lake.                   |
| 11                | Mapo-thang, E.              | do.            | $\frac{16}{168}$                      |        | 16000                   | E. by lake. F. G. nil; W. bad.<br>Track over extensive plain with several lake-beds, the water, if any, being offensive and brackish.   |
| 12                | Yangpa, E.                  | 52M S10        | $\frac{25}{193}$                      |        | 15300                   | E. by small stream. F. G. very scanty; W. good.<br>Track up sandy ravine to Khitai-dawān, 16505 feet, mile 8, then over dry lake-bed and across another ridge, 16069 feet with abrupt descent to Kara-kāsh R. |
| 13                | Hāji-langar (Kara-kāsh), E. | do.            | $\frac{18}{211}$                      |        | 14700                   | Stone huts. F. G. W. available.<br>Up ravine to Yangi-dawān, 19092 feet. Ascent steep and difficult over ice and snow. Thence steep descent.  |
| 14                | Tāsh, E.                    | do.            | $\frac{19?}{230}$                     |        | 15600                   | Stone hut, and old gold diggings. F. G. W. available.<br>Track steep and bad to junction of large stream flowing from north-east.   |

| NUMBER OF STAGES. | NAMES OF STAGES.                      | MAP REFERENCE. | MILES.            |        | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.  |
|-------------------|---------------------------------------|----------------|-------------------|--------|-------------------------|---|
|                   |                                       |                | INTER.            | TOTAL. |                         |   |
| 15                | <b>Khushlash-langar,</b><br><i>E.</i> | 52M<br>S10     | $\frac{13?}{243}$ |        | 15050                   | Stone hut. F. G. nil; W. available.<br>Track bad up rocky ravine, and over glacier to Naia-khān-dawān, 18659. Ascent and descent over small glacier steep and dangerous.                    |
| 16                | <b>Brinjga,</b>                       | 51<br>S9       | $\frac{22?}{265}$ |        | 11750                   | Underground shepherd huts. Grazing grounds. F. G. W. available.<br>Track rocky and dangerous over a succession of rugged spurs projecting into Brinjga valley.                              |
| 17                | <b>Kapas.</b><br><i>E.</i>            | do.            | $\frac{10?}{275}$ |        | 10650                   | Stone hut. F. G. W. available.<br>Track rocky at first down Brinjga R.  |
| 18                | <b>Karanguh-tāgh,</b><br><i>E.</i>    | do.            | $\frac{16?}{291}$ |        | 9130                    | Convict settlement of Khotan; village. S. T. scanty; F. G. W. plentiful.<br>Cross Yurung-kāsh R. by wooden bridge and ascend steep hills to north-east. Gentle descent after crossing pass. |
| 19                | <b>Pisha,</b><br><i>E.</i>            | 60<br>S14      | $\frac{18}{309}$  |        | 8950                    | Village, S. T. F. nil; G. W. plentiful.<br>Road good over low spurs of clay and sand-stone.   |
| 20                | <b>Buya,</b><br><i>E.</i>             | do.            | $\frac{12}{321}$  |        | 7900                    | Village. S. T. F. nil; G. W. plentiful.<br>Cross steep low ridge by Ulūgh-dawān, 12180 feet, mile 6, and descend by rocky stream-bed.   |
| 21                | <b>Yangi-langar,</b><br><i>E.</i>     | do.            | $\frac{28}{349}$  |        | 6100                    | Village, S. T. nil; F. G. W. available.<br>Track good past Kumat, mile 5, where stream debouches into plain; thence over gravel and pebble <i>sai</i> .                                     |
| 22                | <b>Bizil,</b><br><i>E.</i>            | 51<br>S9       | $\frac{16}{365}$  |        | 4600                    | Village. S. T. scanty; F. G. W. available.<br>Road through gardens, cultivation and small villages.   |
|                   | <b>Khotan,</b><br><i>C., E.</i>       | do.            | $\frac{11}{376}$  |        | 4490                    | Town, trade-centre with bazars, S. T. F. G. W. abundant.  |

## PART IV.

## SECTION B.—TO WESTERN TIBET.

Route 94. TANKSE to CHANG-THANG, *via* LANAK LA—170 miles.

Only rough details are given of this route which has not recently been revised throughout. These have been abstracted from the journeys of Bower in 1891, of Deasy in 1896 and of Rawling in 1903. At Phobrang village, mile 11 from Chakar-Talao information should be obtained as to the location of Changpa Camps. In 1927, they were at Lucking, Rimdi, and Kiam at which places milk, butter, sheep and goats could be obtained.

From near Kyrngo a track leads north over the Lumkang pass to Nischu, a stage of Routes 92 and 93.

The best map beyond the Lanak La is that included in Rawling's book, *The Great Plateau*. The Survey of India I/M Map 61 has been compiled from this but is on a smaller scale. Distances and heights are approximate.

| NUMBER OF STAGES. | NAMES OF STAGES.                           | MAP REFERENCE. | INTER. MILES.<br>TOTAL MILES. | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.       |   |
|-------------------|--|----------------|-------------------------------|-------------------------|--|---|
|                   | Tankse,<br><i>C., E.</i>                   | 52J            | ..                            | 12900                   | } See Route 91.                                    |   |
| 1                 | Chakar-Talao<br>(Tsearh-tso),<br><i>E.</i> | 52K            | $\frac{14}{14}$               | 13950                   |  |   |
| 2                 | Chagra,<br><i>E.</i>                       | 52J            | $\frac{19}{33}$               | 15090                   |  |   |
| 3                 | Rimdi,<br><i>E.</i>                        | do.            | $\frac{17}{50}$               | 16900                   |  |   |
| 4                 | Pämzal,<br><i>E.</i>                       | do.            | $\frac{10}{60}$               | 14790                   |  | Track generally fair up Chang-chenmo valley.  |
| 5                 | Kiam,<br><i>E.</i>                         | do.            | $\frac{12}{72}$               | 17040                   |  | Hot sulphur spring. F. G. W. plentiful.<br><br>Level track up Chang-chenmo valley, fording river several times. Up to the middle of July the river is either frozen or easily fordable. |
| 6                 | Kyrngo,<br><i>E.</i>                       | 52N            | $\frac{17}{89}$               | 17450                   | F. G. scarce; W. plentiful.<br><br>Track as above. |   |

| NUMBER OF STAGES. | NAMES OF STAGES.                   | MAP REFERENCE. | INTER. MILES.<br>TOTAL MILES. | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|------------------------------------|----------------|-------------------------------|-------------------------|--|
| 7                 | Chang-chenmo Camp,<br><i>E.</i>    | 52N            | $\frac{16}{105}$              | ..                      | F. nil; G. W. scanty.<br>Level track up Chang-chenmo valley.   |
| 8                 | Lanak La,<br><i>E.</i>             | do.            | $\frac{16}{121}$              | ..                      | E. at west foot of pass. F. nil; G. W. scanty.<br>Easy ascent to Lanak La, 18000 feet, mile 2, and gentle descent; thence across barren plains and rocky ridges. |
| 9                 | Shum,<br><i>E.</i>                 | 52             | $\frac{20?}{141}$             | 17500                   | F. G. scarce; W. available.<br>Track across barren plains.   |
| 10                | Tomar,<br><i>E.</i>                | 52             | $\frac{12?}{153}$             | 17070                   | F. G. scarce; W. scarce except from snow.<br>Track across barren plains.   |
| 11                | Kamure (Chang-thang),<br><i>E.</i> | 61             | $\frac{17?}{170}$             | 17000                   | E. on Sumjiling plain. F. G. scarce; W. available from lake.   |

## Route 95. TANKSE to PĀL—109 miles.

From Pāl, the track described below continues to Noh and the Mangtsa lake near Kamure of Route 94, whence Kiria and Khotan may be reached. The route is now, however seldom used.

|   |   |     |                                       |       |   |
|---|---|-----|---------------------------------------|-------|---|
|   | Tankse,<br><i>C., E.</i>                | 52J | ..                                    | 12900 | } See Route 81.   |
| 1 | Chakar-Talao (Tsearh-tso),<br><i>E.</i> | 52K | $\frac{14}{14}$                       | 13950 |   |
| 2 | Mang,<br><i>E.</i>                      | 52K | $\frac{14\frac{1}{2}}{28\frac{1}{2}}$ | 13900 | As in Route 81, past Mēruk, mile 7, to mile 11. Then fair but stony track along south margin of Pangkong Tso. |
| 3 | Takkung,<br><i>E.</i>                   | do. | $\frac{16\frac{1}{2}}{45}$            | ..    | S. T. nil; F. G. W. plentiful.<br>Track rough at foot of spurs which descend close to lake.                   |
| 4 | Yula,<br><i>E.</i>                      | do. | $\frac{15}{60}$                       | ..    | S. T. nil; F. G. W. scanty.<br>Track as above. Cross Yula ravine.   |

| NUMBER OF STAGES. | NAMES OF STAGES.      | MAP REFERENCE. | MILES.           |       | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|-----------------------|----------------|------------------|-------|-------------------------|--|
|                   |                       |                | INTER.           | TOTAL |                         |  |
| 5                 | Dungure,<br><i>E.</i> | 52K            | $\frac{11}{71}$  |       | ..                      | E. at east end of Pangkong lake. S. T. nil; F. G. W. available.<br><br>Ford stream connecting Nyak Tso and Pangkong Tso at Aot, mile 4. Road then fair but stony by north shore of Nyak Tso. |
| 6                 | Dembo,<br><i>E.</i>   | 52O            | $\frac{20}{91}$  |       | ..                      | S. T. nil; F. G. W. available.<br><br>Track as above.  |
| 7                 | Pāl,<br><i>E.</i>     | do.            | $\frac{18}{109}$ |       | ..                      | S. T. nil; F. G. W. available.   |

## Route 96. SHŪSHAL to RUDOK—60 miles.

No details of this route are available, and only the stages are given. No supplies or transport are obtainable, and grass and fuel are scanty. Water is probably available at the stages given, and ponies can be taken through.

|   |             |     |                 |       |                          |
|---|-------------|-----|-----------------|-------|--------------------------|
|   | Shūshal,    | 52  | ..              | ..    | } Details not available. |
| 1 | Pongur,     | do. | $\frac{10}{10}$ | ..    |                          |
| 2 | Shingzhang, | do. | $\frac{13}{23}$ | 14460 |                          |
| 3 | Shandong,   | do. | $\frac{13}{36}$ | 15100 |                          |
| 4 | Chilong     | do. | $\frac{14}{50}$ | ..    |                          |
| 5 | Rudok,      | do. | $\frac{10}{60}$ | 14900 |                          |

## PART IV.

## SECTION C—MISCELLANEOUS.

Route 97. PĀSU (HUNZA) to SHAKSGAM *via* SHINGSHAL pass—152 miles.

Very little is known of this old Hunza raiding route beyond Shingshal. There is a short cut up the Shingshal gorge from Pāsu, which is only passable in winter and then only with difficulty for lightly laden coolies, the path in many places being merely the joints in rocks through the gorge. Ziarat may however be reached in two days, the route described below being joined at Dut (Dikut). This route should not be attempted by those without practical mountaineering experience as it involves a certain amount of difficult rock climbing and cliff traverses.

Mileages given are rough horizontal distances, and give no idea of the day's journey. At least 10 hours should be allowed for each march. Porters should be obtained through the Mir by very careful selection. Loads should not exceed 40 lbs. Empty sacks should be brought for native rations.

| NUMBER OF STAGES. | NAMES OF STAGES.           | MAP REFERENCE. | MILES.   |        | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|----------------------------|----------------|----------|--------|-------------------------|--|
|                   |                            |                | INTER.   | TOTAL. |                         |  |
|                   | Pāsu,<br><i>E., RH.</i>    | 42L            | ..       |        | 8150                    | Village, Fort. S. T. F. G. available; W. plentiful.<br>Pass Shingshal gorge mile $1\frac{1}{2}$ and Batūra glacier $1\frac{1}{2}$ miles broad, mile 3. Pass Khaibar, mile 12 (see Route 87). Cross bridge to l. bank, m. 15. Thence easy going by footpath.  |
| 1                 | Morukhun,<br><i>E.</i>     | do.            | 18<br>18 |        | 9150                    | Village; F. W. plentiful.<br>Track leads up nala passing hamlet of Hafgach (Abgarch) and grazing huts at Boya, m. 4. Steady ascent but track good. Coolies 8 hours.  |
| 2                 | Puryar,<br><i>E.</i>       | do.            | 8<br>26  |        | 12350                   | S. T. nil; F. G. W. plentiful.<br>Steady ascent for 4 hours to top of Karun Pir pass (15980). Steep descent of 7000 feet over shale. Extremely tiring. No track. W. nil. Coolies 12 hours.   |
| 3                 | Dut, (Dikut),<br><i>E.</i> | 42P            | 13<br>39 |        | 8250                    | E. at junction of Lupghar stream. S. T. nil; F. G. scanty; River W.<br>Cross bridge. Steep ascent of 3000 ft. over Unmusar spur (11800). Thence trying descent over shale. No track in places. Thence several miles along riverbed with occasional cliff detours. Long tiring march. Coolies 10 hours. |

| NUMBER OF STAGES. | NAMES OF STAGES.                  | MAP REFERENCE. | INTER. MILES.     | TOTAL MILES. | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|-----------------------------------|----------------|-------------------|--------------|-------------------------|--|
|                   |                                   |                |                   |              |                         |  |
| 4                 | Ziarat,<br><i>E.</i>              | 42P            | $\frac{10}{49}$   |              | ..                      | E. in river-bed. S. T. nil; F. G. scanty; River W. Mostly along boulder-strewn banks of river. Occasional cliff crossings. Coolies 8 hours.  |
| 5                 | Malungutti,<br><i>E.</i>          | do.            | $\frac{12}{61}$   |              | ..                      | E. in small valley under l. moraine of glacier. S. T. nil; F. G. W. plentiful. Cross Malungutti glacier and long débris fan. Thence along river-bed. Easy going.   |
| 6                 | Shingshal,<br><i>E.</i>           | 42P            | $\frac{8}{69}$    |              | 10000                   | Small village with cultivation. Good E. in apricot garden. Native S.; A few coolies available for short distances, F. W. plentiful. G. scanty. Summer path up Zardigarben N. and over precipitous spur, crossing four passes, Zardigarben, Tokmar, Shashmarg, and Chukwin. Winter path by Shingshal R. bed and up Tang N., with cliff climbs in places. Both paths very difficult. |
| 7                 | Thi Kuik,                         | 42P            | $\frac{10}{79}$   |              | 11500                   | Hot spring. S. T. F. G. nil; W. plentiful. Stiff climb at first, then over broad shelving plain with shepherd huts. Cross Shingshal pass, 14700 feet, mile 9. Descent gradual at first, then steeper.  |
| 8                 | Afdigar,<br><i>E.</i>             | do.            | $\frac{13}{92}$   |              | ..                      | S. T. nil; F. G. W. plentiful. Track fair down ravine. Pass Darwāza, Hunza outpost, mile $3\frac{1}{2}$ .  |
| 9                 | Shingshal-<br>aghzi,<br><i>E.</i> | do.            | $\frac{9}{101}$   |              | ..                      | S. T. nil; F. G. W. plentiful. Track tiring up Shaxsgam valley fording boulder-strewn river several times.   |
| 10                | Kara-tāgh-<br>bulak,<br><i>E.</i> | 51             | $\frac{18?}{119}$ |              | 11200                   | S, T. nil; F. G. W. plentiful. Track as before.  |
| 11                | Suget-jangal,<br><i>E.</i>        | do.            | $\frac{15}{134}$  |              | ..                      | } See Route 98.  |
| 12                | Shaxsgam<br><i>E.</i>             | do.            | $\frac{18}{152}$  |              | ..                      |  |

**Route 98. ASKOLE to ISHAK-ART-AGHZI, via BALTORO, MUZ-TĀGH pass, and TAKHT-KURAM pass—209 miles.**

The details of this route and the following one are from various sources as far as the Muztāgh passes. Beyond these points Sir Francis Younghusband is the only authority, and rough notes have been abstracted from his journey of 1887.

The varying ice-conditions render the passage of either uncertain in any year, and the inhabitants of Askole are unwilling to show travellers the way. Two passes exist; that described below by the Baltoro glacier and Muz-tāgh Luma, and Route 99. The former was discarded before Godwin-Austen found the Punmah glacier route in use in 1861. This latter has actually been crossed by ponies, but in 1887, Younghusband attempting to cross from the Oprang side, found it quite impracticable owing to the accumulation of ice on the north side, and he made a difficult crossing of the old disused route to the Baltoro. In 1903, Ferber reconnoitred this latter pass and reached the summit from the Baltoro.

Recent information leads us to believe that the Punmah route is again in use occasionally by Askole men, though the ice conditions are such as to deter the villagers from giving much assistance to travellers, unless liberally rewarded.

From Paju at the snout of Baltoro to the Oprang R. is at least 7 days' going though probably not more than 60 miles. It is probable that one more halt is necessary on the Sarpo Laggo side when ascending this glacier, and one halt may be eliminated when descending the Baltoro.

The distances given below are very rough and give no measure of the day's difficulties. Approximate coolie times are therefore given in places, where known, but these will also vary according to the ice conditions. Ferber's map given in the *Geographical Journal* of 1907 is best from the Baltoro to the Muz-tāgh pass. The area to the north is unmapped as far as Bāzār-dara, whence Wood's map of the De Filippi expedition (scale 1/500,000) is the best.

| NUMBER OF STAGES. | NAMES OF STAGES.              | MAP REFERENCE. | INTER. MILES.<br>TOTAL MILES. | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.  |
|-------------------|-------------------------------|----------------|-------------------------------|-------------------------|---|
|                   | <b>Askole,</b><br><i>E.</i>   | 43M            | ..                            | 10000                   | See Route 76.<br><br>Path level for 2 miles then sandy and stony with cliff crossing. Cross Biafo glacier which projects into Braldoh R. In 1923, the Biafo R. could be crossed below the snout of the glacier owing to the retreat of the latter. Glacier crossing difficult in places. Coolies, 5 hours.  |
| 1                 | <b>Korophon,</b><br><i>E.</i> | do.            | $\frac{10}{10}$               | 10400                   | <i>E.</i> on small plain between Biafo glacier and Dumordo R., by large rock affording shelter. <i>S.</i> T. G. nil; <i>F.</i> limited; <i>W.</i> plentiful.<br><br>Path level for 3 miles to Dumordo-Biaho confluence. Traverse perpendicular cliff for about a mile with steep descent to river. Cross Dumordo rope-bridge at Ghurra, mile 8, and ascend Biaho r. bank. Coolies, 9 hours. |

| NUMBER OF STAGES. | NAMES OF STAGES.                    | MAP REFERENCE. | MILES.           |        | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|-------------------------------------|----------------|------------------|--------|-------------------------|--|
|                   |                                     |                | INTER.           | TOTAL. |                         |  |
| 2                 | Bardumal,<br><i>E.</i>              | 52A            | $\frac{18}{28}$  |        | 11000                   | E. opposite Chingkang Luma. S. T. nil; F. G. W. available. Track rough up Biaho valley bottom. Coolies, 5 hours.   |
| 3                 | Paju,<br><i>E.</i>                  | do.            | $\frac{9}{37}$   |        | 11600                   | E. near snout of Baltoro glacier. S. T. nil; F. G. W. available. Going very tiring over medial moraines, thence by l. bank Baltoro glacier. Cross Choher Zechen side glacier. Coolies, 9 hours.  |
| 4                 | Choher Zechen,<br><i>E.</i>         | do.            | $\frac{10}{47}$  |        | 13300                   | S. T. nil; F. G. W. available. By l. bank Baltoro glacier. Pass Choher Zechen Germi and Choblak glaciers. Coolies, 6 hours.  |
| 5                 | Ordokas (Rdokass),<br><i>E.</i>     | do.            | $\frac{7}{54}$   |        | 13900                   | S. T. nil; F. G. W. available. Cross body of Baltoro glacier north-east. Going tiring over medial moraines and valleys. Coolies, 5 hours.  |
| 6                 | Lungka,<br><i>E.</i>                | do.            | $\frac{4}{58}$   |        | 14500                   | E. at mouth of Muz-tāgh Luma. S. T. F. nil; G. W. available. Traverse Muz tāgh Luma glacier to l. bank. Pass Chagaran (ruined huts). Coolies, 7 hours.   |
| 7                 | Lobsang-Brangsa,<br><i>E.</i>       | ..             | $\frac{4}{62}$   |        | 15900                   | S. T. F. nil; G. W. available. Ascend glacier by medial moraine, tending westward towards open head of glacier. Going good to foot of pass, 18250 feet. Parties should be roped in case of crevasses. Final ascent very difficult and dangerous. Best line is by rocks to west of ice-falls. Snow saddle at summit. Descent easier. Coolies, 10 hours, very lightly laden. |
| 8                 | Chang-tok (Spantok P),<br><i>E.</i> | ..             | $\frac{10?}{72}$ |        | ..                      | Junction of routes by 'old' and 'new' Muz-tāgh passes on Sarpo Lago glacier. S. T. F. G. : il; snow W. Track difficult down broken Sarpo Lago glacier.   |

| NUMBER OF STAGES. | NAMES OF STAGES.               | MAP REFERENCE. | MILES.            |        | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|--------------------------------|----------------|-------------------|--------|-------------------------|--|
|                   |                                |                | INTER.            | TOTAL. |                         |  |
| 9                 | Moni-brangsa, P<br><i>E.</i>   | ..             | $\frac{10?}{82}$  |        | ..                      | S. T. F. G. nil; W. plentiful.<br><br>Descend glacier which becomes easier towards the snout.  |
| 10                | Suget-jangal, P<br><i>E.</i>   | ..             | $\frac{10?}{92}$  |        | ..                      | S. T. nil; F. G. available; W. plentiful.<br><br>Descend valley to Shaksgam valley and ascend this to Shaksgam jangal. Cross Oprang R. which may be difficult.   |
| 11                | Shaksgam-jangal P<br><i>E.</i> | ..             | $\frac{18?}{110}$ |        | ..                      | S. T. nil; F. G. available; W. plentiful.<br><br>Steep ascent and descent over Aghil pass, 15300 feet. No defined track.   |
| 12                | Tangitar P,<br><i>E.</i>       | ..             | $\frac{14?}{124}$ |        | ..                      | E. on plain in Surukwat valley above confined gorge. F. G. W. available.<br>Bad track over spur to Raskam R., then through difficult Muhammad Khoja defile. Constant river crossings only passable between October and February. |
| 13                | Bāzār-dara,<br><i>E.</i>       | 51             | $\frac{15?}{139}$ |        | 12070                   | S. T. nil; F. G. W. available.<br><br>Rough and difficult track up tributary of r. bank Yārkand or Raskam R.   |
| 14                | Bulak-aghzi,<br><i>E.</i>      | do.            | $\frac{18}{157}$  |        | 14080                   | } Track very rough for animals to Ishak-art-aghzi, crossing the Kukalung, Takht-kuram, and Ishak-art passes, 16400, 17400 and 12550 feet respectively.   |
| 15                | Kukalung-aghzi,<br><i>E.</i>   | do.            | $\frac{14}{171}$  |        | 13600                   |  |
| 16                | Khān-yailak,<br><i>E.</i>      | do.            | $\frac{13}{184}$  |        | 10300                   |  |
| 17                | Dudma-tāgh,<br><i>E.</i>       | do.            | $\frac{14}{198}$  |        | ..                      |  |
| 18                | Ishak-art-aghzi,<br><i>E.</i>  | do.            | $\frac{11}{209}$  |        | 8350                    | See Route 90.  |

**Route 99. ASKOLE to BĀZĀR-DARA, via PUNMAH glacier and MUZ-TĀGH pass—142 miles.**

The details given below are from recent sources as far as the Muz-tāgh pass. Beyond that point details are not available to the junction with the previous route, after which Younghusband is the only authority. Parties should be roped on the upper Punmah and Sarpo Lago glaciers, in case of hidden crevasses. If crossing the Muz-tāgh pass from the Chinese side at least one more halt will be necessary on the Sarpo Lago glacier.

The map on the quarter-inch scale roughly shows the country up to the Muz-tāgh pass. Beyond here the country is unmapped as far as Bāzār-dara.

| NUMBER OF STAGES. | NAMES OF STAGES.                    | MAP REFERENCE. | INTER. MILES.<br>TOTAL MILES. | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.  |
|-------------------|-------------------------------------|----------------|-------------------------------|-------------------------|---|
|                   | <b>Askole,</b><br><i>E.</i>         | 43M            | ..                            | 10000                   | See Routes 76 and 98.   |
| 1                 | <b>Korophon,</b><br><i>E.</i>       | do.            | $\frac{10}{10}$               | 10400                   | See Route 98.   |
| 2                 | <b>Ghurra,</b>                      | do.            | $\frac{8}{18}$                | 10900                   | Dumordo rope-bridge. Shelter hut for coolies. E. on sand. S. T. G. nil; F. W. available.<br><br>Path fair along river. At mile 4 ascend to stony plateau, level for short way. Ford small streams and descend by sandy path to trees by river. Hut. Ascend over spur to Tsok. Coolies, 5 hours. |
| 3                 | <b>Tsok,</b><br><i>E.</i>           | do.            | $\frac{9}{27}$                | 11500?                  | Good E. by small clump of trees in <i>nala</i> . S. T. G. nil; F. W. plentiful.<br><br>Path ascends for 2 miles, then level above river on hill side. Descend and ford difficult mountain torrent; thereafter stony. Coolies, 5 hours.  |
| 4                 | <b>Punmah glacier,</b><br><i>E.</i> | do.            | $\frac{8}{35}$                | 11900?                  | Hut for coolies. S. T. G. nil; F. scarce; W. plentiful.<br><br>Ford torrent and ascend Punmah glacier for 1 mile. Traverse hill-side on west. Track easy on the whole. Coolies, 3 hours.  |

| NUMBER OF STAGES. | NAMES OF STAGES.                       | MAP REFERENCE. | MILES.            |        | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|--|----------------|-------------------|--------|-------------------------|--|
|                   |  |                | INTER.            | TOTAL. |                         |  |
| 5                 | Dumulter glacier,<br><i>E.</i>         | 43M            | $\frac{4}{39}$    |        | 12200?                  | E. small but fair. S. T. nil; F. limited; G. W. plentiful.<br><br>Path up glacier varies considerably from year to year, but reported not difficult in 1922. Coolies, 7 hours. |
| 6                 | Skeenmung,<br><i>E.</i>                | 52A            | $\frac{10}{49}$   |        | ..                      | S. T. F. nil; G. scarce; W. plentiful.<br><br>Up Chiring glacier; no details.  |
| 7                 | Chiring,<br><i>E.</i>                  | do.            | $\frac{11}{60}$   |        | ..                      | S. T. F. G. nil; snow water.<br><br>Long ascent to Muztāgh pass, about 18400 feet, probably open only from end of July to beginning of September. No details of descent.       |
| 8                 | Chang-tok<br>(Spantok ?),<br><i>E.</i> | ..             | $\frac{15?}{75}$  |        | ..                      | } See Route 98.  |
| 9                 | Moni Brangsa ?,<br><i>E.</i>           | ..             | $\frac{10?}{85}$  |        | ..                      |  |
| 10                | Suget<br>Jangal ?,<br><i>E.</i>        | ..             | $\frac{10?}{95}$  |        | ..                      |  |
| 11                | Shaksgam<br>Jangal ?,<br><i>E.</i>     | ..             | $\frac{18?}{113}$ |        | ..                      |  |
| 12                | Tangitar ?,<br><i>E.</i>               | ..             | $\frac{14?}{127}$ |        | ..                      |  |
| 13                | Bāzār-dara,<br><i>E.</i>               | 51             | $\frac{15?}{142}$ |        | 12070                   |  |

**Route 100. KHAPALU to UPPER SIACHEN glacier, via BILAFOND or SALTORO pass—77 miles.**

This route was discovered by Longstaff in 1909, from whose account details are taken (*Geographical Journal*, xxxv). It appears probable that it is the alignment of a disused route to the middle Shaksgam and upper Yarkand rivers, and therefore a short cut from Skardu to Yarkand. Details beyond the Siachen glacier are not known, but it may be mentioned that the Workmans reached a col at the head of the Siachen in 1912. Peterkin of the latter expedition mapped the Siachen glacier, and his is the best map available. The first march is very long and may be broken at almost any of the hamlets near the Hushe confluence. From Goma, mile 42, a track difficult for laden coolies leads over the Chulung glacier and pass and down the Korisa glacier to Chalunka, stage C5 of route 74, in the Shyok valley.

For further details and collected references of this old route, see Appendix to Col. Wood's "*Explorations in the Eastern Kara-koram and the upper Yarkand valley.*"

| NUMBER OF STAGES. | NAMES OF STAGES.                                | MAP REFERENCE. | MILES.          |        | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|---|----------------|-----------------|--------|-------------------------|--|
|                   |   |                | INTER.          | TOTAL. |                         |  |
|                   | <b>Khapalu,</b><br><i>E., P.O., Dispensary.</i> | 52A            | ..              |        | 8400                    | See Route 74.<br><br>Path ascends to small cultivated plateau, then descends to river near Surmo, mile 7. Cross to r. bank Shyok by skin-raft at Chogogron, and descend for 3 miles. Cross spur and ascend Saltoro valley. |
| 1                 | <b>Paron,</b><br><i>E.</i>                      | do.            | $\frac{21}{21}$ |        | ..                      | E. on l. bank Saltoro. S. T. scanty; F. G. W. available.<br><br>By l. bank Saltoro. Pass Dansam and Kondus confluence, mile 4. Road fair; valley contracts after Dansam.   |
| 2                 | <b>Palit,</b><br><i>E.</i>                      | do.            | $\frac{12}{33}$ |        | 10050                   | E. on l. bank Saltoro. S. T. scanty; F. G. W. available.<br><br>Track fair to Goma, mile 9, last village. Ford Saltoro R. and ascend Ghyari N.   |
| 3                 | <b>Ghyari,</b><br><i>E.</i>                     | do.            | $\frac{16}{49}$ |        | 12400                   | E. below snout of Bilafond glacier. S. T. nil; F. G. available; W. plentiful.<br><br>Up Bilafond glacier mainly over tiring moraine. Coolies, 7 hours.   |

| NUMBER OF STAGES. | NAMES OF STAGES.                 | MAP REFERENCE. | INTER. MILES. | TOTAL MILES.    | HEIGHT ABOVE SEA LEVEL. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.  |
|-------------------|----------------------------------|----------------|---------------|-----------------|-------------------------|---|
| 4                 | Naram,<br><i>E.</i>              | 52A            | 6             | $\frac{6}{55}$  | 14400                   | E. on r. bank. S. T. F. nil; G. available. W. plentiful.<br><br>Up Bilafond glacier; going better at first. Crevasses may be dangerous. Coolies, 7 hours. |
| 5                 | Ali-brangsa,<br><i>E.</i>        | do.            | 7             | $\frac{7}{62}$  | 16500                   | E. on moraine under cliff. S. T. F. G. nil; snow W.<br><br>Cross Bilafond or Saloro pass, 18200 feet, Rope for ascent and descent which is not difficult. |
| 6                 | Siachen<br>Glacier,<br><i>E.</i> | do.            | 15            | $\frac{15}{77}$ | 16000                   | E. on moraine under cliff. S. T. F. G. nil; snow W.   |

**ADDITIONS AND CORRECTIONS TO ROUTES IN THE  
WESTERN HIMĀLAYA, KASHMĪR, &c. Vol. I.  
(Second Edition), 1929.**

**No. 1. MAY 1932.**

*It is suggested that this leaflet be inserted in the pocket at the end  
of the book.*

*Additions, Corrections and Notes* have been received from Captain C. E. C. Gregory, 10/18 Royal Garhwal Rifles, who travelled in Ladākh in 1931, for the following routes, and are issued herewith:—

- Routes 101 (new). Phobrang to Kiam (Chang Chenmo) *via*  
Dakpo Karpo.
91. Leh to Kāshgar *via* Lingzi-thang.
80. Leh to Demchok *via* Tankse, Shūshal, Upper  
Indus.
82. Leh to Demchok, *via* Debring, Puga, Indus  
Valley.
84. Leh to Demchok, *via* Debring, Hanle and  
the Photi La.
- 84a (new). Hanle to Koyul *via* Nerbole.
- 84b (new). Koyul to Kyongzing La for Tso Morari.

**Route 101 (new). PHOBRANG to KIAM (CHANG CHENMO) via DAKPO KARPO.—72 miles.**

(After page 214)

This is the alternative route to the Chang Chenmo valley, and is used during the early spring only. The difficulties of the route are lack of grazing and water. Between Phobrang and Niagzu water has to be obtained from snow drifts, and also at Dakpo Karpo Camp. By the time the Marsimik La Pass, Route 91 is open (usually 20th June) it is preferable to use that route. This route through Dakpo Karpo being open and comparatively low there is not much snow encountered. Transport must be taken for the whole journey from Phobrang. Ponies should be taken not yaks as animals have to be fed on grain owing to the lack of grazing. Grain will be arranged for by the *Gopa* (head-man) of Phobrang village who supplies men and transport. Two days' warning if possible should be given to the *Gopa* of Phobrang village, as to the number of men and animals required. This is because the necessary grain has to be cleaned and ground.

| NUMBER OF STAGES. | NAMES OF STAGES.          | MAP REFERENCE. | INTER. MILES.<br>TOTAL MILES. | HEIGHT ABOVE SEA-LEVEL IN FEET. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|---------------------------|----------------|-------------------------------|---------------------------------|--|
| 1                 | Phobrang ...<br><i>E.</i> | 52J            | ...                           | 14500                           | Small village S. T. F. G. W. available. Leaving Phobrang village by track to south, at third mile turn sharp east up side <i>nāla</i> for seven miles to crest of Pelung Pass 16500 ft. (marked Wantin La, Map 52J). Camp 1½ miles east of pass at junction of <i>nāla</i> . Going heavy in soft sand. Ascent and descent of pass gradual. |
| 2                 | Pelung ...<br><i>E.</i>   | 52J            | 11½<br>11½                    | 15500                           | S. T. G. nil; F. (Bhurtsa) very scanty; W. from snow drifts high up hill. Four miles down <i>nāla</i> to junction of An <i>nāla</i> , deep sand, turn sharp NE. up An <i>nāla</i> . At   |

| NUMBER OF STAGES. | NAMES OF STAGES.                                  | MAP REFERENCE. | INTER. MILES.<br>TOTAL MILES. | HEIGHT ABOVE SEA-LEVEL IN FEET. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.  |
|-------------------|---|----------------|-------------------------------|---------------------------------|---|
| 2                 | <b>Pelung</b> ...<br><i>E.</i> —( <i>contd.</i> ) |                |                               |                                 | 8th mile pass Silung. E. S. T. G. nil ; F. ( Bhurtsa ) very scanty ; W. from snow drift up hill-side. Mile 9 pass Yaglung. <i>E.</i> ( details as for Silung ). Mile 14 crest of Yaglung or An Pass 17440 ft. ascent gradual. Mile 15 descent fairly steep, Namika Camp <i>nāla</i> junction.   |
| 3                 | <b>Namika</b> ...                                 | 52J            | $\frac{15}{26\frac{1}{2}}$    | 16000                           | S. T. G. nil ; F. ( Bhurtsa ) very scanty ; W. from snow drift. First two miles along left bank of <i>nāla</i> then cross to right bank for next three miles, going bad along stony narrow track. Thence along broad Rongnak <i>nāla</i> bed to mile $6\frac{1}{2}$ , here turn NE. up Niagzu <i>nāla</i> to <i>nāla</i> junction camp called Niagzu. |
| 4                 | <b>Niagzu</b> ...                                 | 52K            | $\frac{9\frac{1}{2}}{35}$     | 15300                           | S. T. nil ; G. F. W. plenty. Sometimes Changpa Camp. Fifteen miles up broad open <i>nāla</i> bed most of the way up south side, route stony, very gradual rise. Turn north for next four miles, along stony open <i>nāla</i> bed. Camp mouth of Dakpo Karpo <i>nāla</i> .   |
| 5                 | <b>Dakpo Karpo</b><br><i>E.</i>                   | 52N            | $\frac{19}{54}$               | 17200                           | S. T. nil ; G. and F. ( Bhurtsa ) fair, W. from snow drifts ; W. for animals some way away in main <i>nāla</i> . First $3\frac{1}{2}$ miles up open stony river-bed to crest of Kieugang La   |

| NUMBER OF STAGES. | NAMES OF STAGES.                         | MAP REFERENCE. | INTER. MILES.<br>TOTAL MILES. | HEIGHT ABOVE SEA-LEVEL IN FEET. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.  |
|-------------------|--|----------------|-------------------------------|---------------------------------|---|
| 5                 | <b>Dakpo Karpo</b><br><i>E.—(contd.)</i> |                |                               |                                 | Pass (Gang Pass) 17953 ft. Then down open <i>nāla</i> to Ningri at mile 8 from Dakpo. Both sides of pass very gradual.  |
| 6                 | <b>Ningri</b> ...                        | 52N            | 8<br>62                       | 16000                           | S. T. nil; F. (Bhurtsa) and G. scanty; W. available. Climb over low col into Silung Kongma, crossing it diagonally, gain large plateau at mile 4½ from here 5½ miles across stony undulating plateau occasionally cut by dry water courses. |
| 7                 | <b>Gogra or Kiam</b>                     | 52J            | 10<br>72                      | 15570                           | S. T. nil; F. G. W. available. Hot springs suitable for baths. (See route 91).  |

NOTE.—If an early start is made from Phobrang the marches can be Phobrang—Yaglung—Niagzu—Dakpo Karpo. It is essential to make a halt at Niagzu where there is good water, grazing and fuel available.

### Route 91. LEH to KĀSHGAR, via LINGZI-THANG PLAINS.

(Pages 195 and 196).

*Reasons for the suggested corrections:*—Phobrang is the last village on the route and it is from here that transport can be obtained, therefore it is essential to make a halt at this village.

Stages 1—10 checked and found correct except for the following:—

|   |                            |     |          |       |  |
|---|----------------------------|-----|----------|-------|--|
| 5 | <b>Tankse</b><br><i>E.</i> | 52J | 15<br>61 | 12900 | Large village, monastery. S. scanty; T. F. G. W. available. Rough track through gorge for about six miles, then in |
|---|----------------------------|-----|----------|-------|--|

| NUMBER OF STAGES. | NAMES OF STAGES.                         | MAP REFERENCE. | INTER. MILES.<br>TOTAL MILES. | HEIGHT ABOVE SEA-<br>LEVEL IN FEET. | REMARKS AND NATURE OF<br>COUNTRY TO NEXT<br>STAGE.   |
|-------------------|--|----------------|-------------------------------|-------------------------------------|--|
| 5                 | <b>Tankse</b> ...<br><i>E.—(contd.)</i>  |                |                               |                                     | open valley. Pass Muglib, mile 9. Pass Chakar-Talao (Tsearh—tso) <i>E.</i> mile 14. Camp by two small lakes. S. T. nil; F. G. scanty; W. available. Pass huts of Lukung village, mile 21 (2 miles N. W. of Pangkong lake). Road fair.  |
| 6                 | <b>Phobrang</b> ...<br><i>E.</i>         | 52J            | 25<br>86                      | 14500                               | Small village. S. T. F. G. W. available. At least one day warning required. Track undulating with gradual rise towards Marsimik La Pass. Mile 8 Chagra <i>E.</i> sometimes Changpa Camp, better to push on as high as the snow will allow.   |
| 7                 | <b>Chagra</b> ...<br><i>E.</i>           | 52J            | 8<br>94                       | 15090                               | Sometimes Changpa Camp S. T. nil; G. F. scanty; W. available. Better to push on as high as the snow will allow. Track undulating with gradual rise to Marsimik La Pass 18400 ft. at mile 2. Easy and stone descent down Rimdi valley.  |
| 9                 | <b>Pamzal</b> ...<br><i>E.</i>           | ...            | ...                           | ...                                 | <i>After</i> "track improves and generally fair" <i>Add</i> "If the water in the Chang Chenmo river is not in flood, ford the river at mile 8 and back again at mile 9. If river is in flood follow left bank all the way a steep climb of 1400 ft. at mile 8 by rough goat track to avoid gorge". |
| 10                | <b>Gogra</b> ...<br><i>E. add (Kiam)</i> | ...            | ...                           | ...                                 |  |

**Route 80. LEH to DEMCHOK, via TANKSE, SHŪSHAL and UPPER INDUS.**

( Page 166 ).

In notes at head. Line 7, *delete* "Stages 2 & 3 ..... at Sakti instead" and *substitute* "For those who wish to travel fast one march can be made from Leh to Chimre where transport should have been collected in readiness from Sakti, then Tsultak can be reached the next day."

Page 165, notes at head. Line 11, at end of first para. *After* "( See route 81 ) *add* this is considered the best of the two."

Page 166: *After* 1 Ranbirpur. C., E. *add* RH.

Page 166. 4 Tsultak. *After* "W. available" *add* "State hut for native travellers with fuel available."

Page 166. *After* 8 Shūshal *delete* "RH." also "RH. very dirty", also *after* "broad valley" *add* "To Tsaka La mile 20, passing Dachung Yokma E. mile 15 S. T. nil ; F. G. W. available. Descent easy four miles to Relmale Gompa."

| NUMBER OF STAGES. | NAMES OF STAGES.                                    | MAP REFERENCE. | MILES.    |        | HEIGHT ABOVE SEA-LEVEL IN FEET. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.  |
|-------------------|---|----------------|-----------|--------|---------------------------------|---|
|                   |   |                | INTER.    | TOTAL. |                                 |   |
| 9                 | <b>Relmale</b> ...<br>( <i>Gondpa Gompa</i> )<br>E. | 52K            | 24<br>129 |        | 14500                           | Small village. S. T. nil ; F. G. W. available. First 8 miles down valley to the Indus, track fair. Then follow right bank of the Indus. Keep close to river, going heavy, sand.   |
| 10                | <b>Tarabuk</b> ...<br>E.                            | 52O            | 21<br>140 |        | 13000?                          | No village. S. T. nil ; F. G. W. available. First 11 miles along the right bank of the Indus, going good. Ford river opposite Fūk-che. Men of Koyul and Shūshal know the fords. Three ft. in early June but this may become impassable later in the year. |

Stages 12, 13, 14 not checked.

**Route 82. LEH to DEMCHOK, via DEBRING, PUGA and INDUS valley.**

(Page 168).

Add note at head, "For fast travel stages Leh—Ugu—Gya—Pongo Nagu". Again "Nima Rap to Rasirma-le (if water low)—Fük-che—Demchok".

**Route 84. LEH to DEMCHOK, via DEBRING, HANLE and the PHOTI LA.**

(Page 172).

| NUMBER OF STAGES.  | NAMES OF STAGES.                        | MAP REFERENCE. | INTER. MILES.<br>TOTAL MILES. | HEIGHT ABOVE SEA-LEVEL IN FEET. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.  |
|--|---|----------------|-------------------------------|---------------------------------|---|
| 8  | <b>Nima Rap</b> ...<br><i>E. add C.</i> | ...            | ...                           | ...                             | <i>After "W. available" Add "Skin rafts for crossing the Indus available".</i>  |
| 10. Details of route over Photi La available from Captain E. F. Tucker, 2/18 Royal Garhwal Rifles. Razmak, Waziristan. |   |                |                               |                                 |   |
| 11. Delete "no details available" and substitute "track very fair".  |   |                |                               |                                 |   |
| <b>Route 84a (new). HANLE to KOYUL via NERBOLE.</b>  |   |                |                               |                                 |   |
| 1  | <b>Hanle</b> ...<br><i>E.</i>           | 52P            | ...                           | 14280                           | See item 10, page 172, Route 84. First 12 miles along open stony river-bed and over undulating hills. Then 8 miles fairly steep climb to Boizardin La 17900 ft. (?), track fair. Then 4 miles down Nerbole <i>nāla</i> to Nerbole Camp. Track good. |
| 2  | <b>Nerbole</b> ...<br><i>E.</i>         | 52P            | $\frac{24}{24}$               | ?                               | S. T. nil; G. F. W. available. Fair track down the <i>nāla</i> to Koyul.  |
| 3  | <b>Koyul</b> ...<br><i>E.</i>           | 52P            | $\frac{25}{49}$               | ?                               | S. T. G. F. W. available. Small village.  |

**Route 84<sup>b</sup> (new). KOYUL to KYONGZING LA for  
TSO MORARI.**

| NUMBER OF STAGES. | NAMES OF STAGES.   | MAP REFERENCE. | INTER. MILES.<br>TOTAL MILES. | HEIGHT ABOVE SEA-<br>LEVEL IN FEET. | REMARKS AND NATURE OF<br>COUNTRY TO NEXT<br>STAGE.  |
|-------------------|--------------------|----------------|-------------------------------|-------------------------------------|---|
| 1                 | <b>Koyul</b> ...   | 52P            | ...                           | ?                                   | See item 12, page 173. See item 3 above. See item 2 above.  |
| 2                 | <b>Nerbole</b> ... | 52P            | 25<br>25                      | ?                                   | See item 2 above. Route. 4 miles up Nerbole <i>nāla</i> , ascent gradual, track good. Cross Boizardin La 17900 ft. (?) at eight mile, pass camping ground of Giakrale. S. T. nil; F. G. W. scanty. Down stony <i>nāla</i> to Karle at mile 22.  |
| 3                 | <b>Karle</b> ...   | 52L            | 22<br>47                      | ?                                   | S. T. nil; G. F. W. available. Sometimes Changpa Camp. First two miles along open Hanle <i>nāla</i> bed, then turn sharp up hill by narrow and difficult path along right bank of Alchung <i>nāla</i> . Two miles difficult going owing to the narrowness of the path, extra men should be taken to unload the animals if necessary. Remaining four miles to the top of the pass over rolling down country. |

Not checked further than the top of the Kyongzing La Pass about 18800 ft.

**ADDITIONS AND CORRECTIONS TO ROUTES IN THE  
WESTERN HIMĀLAYA, KASHMĪR, &c. Vol. I,  
(Second Edition), 1929.**

**No. 2, November 1932.**

*It is suggested that this leaflet be inserted in the pocket at the end  
of the book.*

*Additions, Corrections and Notes* have been received from Captain G. Clough, 11th Sikh Regiment, who travelled from Kargil to Skardu during the summer of 1932, as under:—

Page vi, Contents, Route 49 A, in column headed 'Miles'.—For '133' read '114'.

**Route 49A. DRĀS to SKĀRDU, via the Indus valley.**

(Page 91).

In heading, for "133 miles" read "114 miles".

In notes at head, line 2, *delete* from "Ponies" to "way" and *substitute* "Ponies and coolies are changed at every stage".

|          |           |               |  |
|----------|-----------|---------------|--|
| STAGE 2, | COLUMN 2, | <i>delete</i> | "R.H."   |
| „ 2,     | „ 6,      | <i>delete</i> | "R.H.....furniture;".  |
| „ 3,     | „ 4,      | <i>delete</i> | "13/45" and <i>substitute</i> "11¼/43¼".   |
| „ 3,     | „ 5,      | <i>insert</i> | "8500".  |
| „ 3,     | „ 6,      | line 1,       | between 'R.H.' and 'dirty', <i>insert</i><br>"under local Raja, one room".             |
| „ 3,     | „ 6,      | line 12,      | for "mile 10" <i>substitute</i> "mile 7¼".   |
| „ 3,     | „ 6,      | line 15,      | for "mile 13" and "mile 16" read<br>"mile 10¾" and "mile 11¼" res-<br>pectively.       |
| „ 4,     | „ 4,      | <i>delete</i> | "19/64" and <i>substitute</i> "13/56¼".  |
| „ 4,     | „ 5,      | <i>insert</i> | "8500".  |
| „ 4,     | „ 6,      | lines 1 & 2,  | <i>delete</i> "R.H.....compound".<br>and <i>substitute</i> "R.H. of two rooms<br>bad". |
| „ 5,     | „ 4,      | <i>delete</i> | "16/80" and <i>substitute</i> "12¾/69".  |
| „ 5,     | „ 6,      | line 4,       | after "R.H." <i>add</i> "two rooms".   |
| „ 6,     | „ 4,      | <i>delete</i> | "18/98" and <i>substitute</i> "14/83".   |
| „ 6,     | „ 6,      | line 2,       | after "available" <i>add</i> "R.H. two<br>rooms good".                                 |

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**STAGE 7, COLUMN 4, delete** "14/112" and *substitute* "12/95".  
 „ 7, „ 5, *insert* "7560".  
 „ 7, „ 6, line 1, *delete* "R.H. not good" and *substitute*  
 "R.H. two rooms good".  
 „ 7, „ 6, line 6, *delete* "13, pass Torgum" and *sub-*  
*stitute* "11½, pass Thergo (Torgum);  
 R.H. bad;".  
 „ 8, „ 4, *delete* "21/133 and *substitute* "19/114".

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**ADDITIONS AND CORRECTIONS TO ROUTES IN THE  
WESTERN HIMĀLAYA, KASHMĪR, &c., Vol. I,  
(Second Edition), 1929.**

**No. 3, November 1932.**

*It is suggested that this leaflet be inserted in the pocket at the end  
of the book.*

*Additions, Corrections and Notes* have been received from Captain E. L. Harrison, 2nd Punjab Regiment, who travelled in Bāltistān this year (1932) for the following routes, and are issued herewith:—

- Routes 45. Gurais to Skārdu *via* the Deosai.  
49A. Drās to Skārdu *via* the Indus valley.  
71. Gilgit to Skārdu *via* Nagar, Hispar glacier,  
Nushik La and Arandu.  
72. Leh to Skārdu *via* the Chorbat La and A.—  
Thalle La.

**Route 45. GURAI S to SKĀRDU, *via* the  
DEOSAI—80 miles.**

An easier route to Skārdu branches off at Ali Malik Mar and reaches Skārdu *via* the Satpura Lungma. Though longer, it is better going than the Burji La route, especially when travelling from Skārdu to Gurais.

**Route 49A. DRĀS to SKĀRDU, *via* the INDUS  
VALLEY—114 miles.**

The distances between Tolti and Parkutta, and Parkutta and Gol, are 14 and 12 miles respectively, excluding detours to cross bridges. The *Zaildar* at Gol gave the distance to Skārdu as 19 miles.

If going to Shigar, arrangements can be made at Gol to cross the Indus opposite Narh on a skin-raft. The distance to Shigar is 20 miles. If coolies at Narh are arranged for beforehand the whole march can be done in one day.

**Route 71. GILGIT to SKĀRDU, *via* NAGAR, HISPAR  
glacier, NUSHIK LA and ARANDU—231 miles.**

The P.O. at Chu-tran, stage 12, has been closed.

A skin-raft is kept at Vuno, by means of which Chu-tran is reached from Vuno; crossing the Basha from Shigar by a bridge at Tisar. The distance from Shigar is about the same whichever bank of the

Shigar is used, but the track on the left bank is in better condition and avoids the *parrī* below Chu-tran. The route is probably open to the end of June, but later on the rise in the river prevents its use.

The coolies look on the march between Arandu and Chu-tran as two stages, Dako being the intermediate halt. Coolies are changed at Dako. E.  $\frac{1}{2}$  mile north of the village, fuel and supplies available.

**Route 72. LEH to SKĀRDU, via the CHORBAT LA  
and A.—THALLE LA—229 miles.**

Stages A15 to A16. The Indus in flood has carried away part of the direct road. The ferry is reached by going down to the Shigar and joining the route along the river bank.

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**ADDITIONS AND CORRECTIONS TO ROUTES IN THE  
WESTERN HIMĀLAYA, KASHMĪR, &c. Vol. I,  
(SECOND EDITION), 1929.**

**No. 4, March 1933.**

*It is suggested that this leaflet be inserted in the pocket at the end  
of the book.*

*Additions, Corrections, and Notes* have been received from Captain C. E. C. Gregory, 2/18 Royal Garhwal Rifles, for the following routes, and are issued herewith :

- 55C (new). Sangtha (Zara valley) to Markar.
- 56A (new). Markar to Rumbak.
- 57A (new). Thugje to Gya *via* Thasang La Pass.
- 65. Islāmābād to Amarnāth *via* Pahlgām and C.—Matāyan—75 miles.

**Route 55C (new). SANGTHA (ZARA Valley) to  
MARKAR.—52 miles.**

This route connects Sangtha (Zara Valley) with Markar. It is important to note that it is impossible to proceed further down the Khurna valley than the turning up to Zalung Karpo La. The point eight miles down the valley connecting this route with route 56 is impassable as the bottom of the valley is thick willow scrub, with a stream that at times, when the snow water rises, becomes unfordable, and the sides tower up in unscalable cliffs. The curious rock formations of this valley produce the finest rock scenery in the whole of Ladāk. Transport (only Yaks can be procured) has to be taken for the whole trip from Sangtha or Lungmocha Changpa encampments. Two days' warning must be given for transport.

| NUMBER OF STAGES. | NAMES OF STAGES.                | MAP REFERENCE. | INTER. MILES.<br>TOTAL MILES. | HEIGHT ABOVE<br>SEA-LEVEL IN FEET. | REMARKS AND NATURE OF<br>COUNTRY TO NEXT<br>STAGE.   |
|-------------------|---------------------------------|----------------|-------------------------------|------------------------------------|--|
| ...               | <b>Sangtha</b><br><i>E.</i> ... | 52 G           | ...                           | 15,600                             | Sometimes Changpas camp. F. scanty. S. nil, G. W. available. T., if Changpas in occupation, available if two days' warning given. Cut across low spur into Lungmocha <i>nāla</i> . At mile 4 Lungmocha encampment, details as above. Gradual rise to Yar La Pass 16,180 feet at mile 6. Then drop steeply by stony <i>nāla</i> bed to Khurna <i>nāla</i> . Then track fair to Dut. |
| 1                 | <b>Dut</b><br><i>E.</i> ...     | 52 G           | $\frac{15}{15}$               | 14,800                             | Two huts and cultivation. S. T. nil, G. W. abundant. F. scanty. Fair track down <i>nāla</i> . Pass Lato Chorten mile 2. Pass Kisul Kiam  |

| NUMBER OF STAGES. | NAMES OF STAGES.                 | MAP REFERENCE. | INTER. MILES.   | TOTAL MILES. | HEIGHT ABOVE SEA-LEVEL IN FEET.  | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.  |
|-------------------|----------------------------------|----------------|-----------------|--------------|--|---|
|                   | <b>Dut</b><br><i>E.—(Contd.)</i> |                |                 |              |  | <p>mile 4, here scrub willow begins. At mile 8 Transi (two huts) here turn sharp right up <i>nāla</i> on right bank, track fair. Pass Kargo (one hut) mile 10. Camp at Kurik <i>E.</i> two miles further on under pass. Between miles 4 and 8 willows and continual fording make going slow. No road down Khurna <i>nāla</i> beyond Transi. From mile 8 to 12 steady climb.</p> |
| 2                 | <b>Kurik</b> ...<br><i>E.</i>    | 52 G           | $\frac{12}{27}$ | 15,500       | <p>S. T. nil. G. F. scanty. W. available. First four miles up <i>nāla</i> no track. Fifth mile slight track, very steep to top of Zalung Karpo La 17,080, feet, descent first half mile steep, then more gradual down trackless <i>nāla</i> bed. From top of pass a track leads down to join route 56. The last three miles should be done as early as possible to avoid heavy snow water.</p> |   |
| 3                 | <b>Yagrupal</b> ...<br><i>E.</i> | 52 G           | $\frac{9}{36}$  | 15,000       | <p>Details as for Kurik. Down <i>nāla</i> bed fording stream repeatedly (start early to avoid heavy snow water), mile 8 Hankar Kargoh at junction of Nimaling and Zalung Karpo <i>nālas</i> (old</p>   |   |

| NUMBER OF STAGES. | NAMES OF STAGES.                      | MAP REFERENCE. | INTER. MILES.   | TOTAL MILES. | HEIGHT ABOVE SEA-LEVEL IN FEET. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.  |
|-------------------|---------------------------------------|----------------|-----------------|--------------|---------------------------------|---|
|                   | <b>Yagrupal</b><br><i>E.—(Contd.)</i> |                |                 |              |                                 | fort 2 houses). Track difficult down Markar <i>nāla</i> , Pass Tasha Gompa mile 14; transport use <i>nāla</i> bed and ford continually. |
| 4                 | <b>Markar</b> ...<br><i>E.</i>        | 52 G           | $\frac{16}{52}$ | 12,510       | Details see route 56.           |   |

### Route 56 A (new). MARKAR to RUMBAK—17 miles.

An interesting high altitude route joining Markar and Rumbak, cutting out the hot and uninteresting stage through Skio (Skin). Mainly of use to sportsmen in search of good Burhal heads. The glacier on the Rumbak side is difficult and dangerous, when visited in 1932, it was badly crevassed and the majority of the crevasses lightly veiled; a rope and ice-axe should be taken. The route is open from 15th July to 15th September. Transport should be taken from Markar village, Zoes or Yaks should be taken as far as possible  $1\frac{1}{2}$  miles below the crest of the pass, after which coolies to snout of the glacier; after this Zoes if pre-arranged with Rumbak village.

|     |                                |      |     |        |  |
|-----|--------------------------------|------|-----|--------|--|
| ... | <b>Markar</b> ...<br><i>E.</i> | 52 G | ... | 12,510 | Details see stage 17, route 56. Down Markar <i>nāla</i> to mile 4, track difficult over spurs. Turn right up Lada Chu <i>nāla</i> to mile 8, steady climb. From mile 8 to mile 10 top of pass 19,500 ft. very steep. Down gentle sloping glacier to camp under snout at mile 12. Keep well to left bank of glacier to avoid crevasses. (This stage from mile 4 to 10 has only been viewed from the top of the pass). |
|-----|--------------------------------|------|-----|--------|--|

| NUMBER OF STAGES. | NAMES OF STAGES.  | MAP REFERENCE. | INTER. MILES.   | TOTAL MILES.    | HEIGHT ABOVE SEA-LEVEL IN FEET. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.   |
|-------------------|-------------------|----------------|-----------------|-----------------|---------------------------------|--|
| 1                 | Camp<br><i>E.</i> | 52 F           | $\frac{12}{12}$ | $\frac{12}{12}$ | 18,500                          | F. G. W. available. S. T. nil. First two miles down steep and difficult moraines. Remaining three miles track fair to Rumbak village.  |
| 2                 | Rumbak            | 52 F           | $\frac{5}{17}$  | $\frac{5}{17}$  | 13,500                          | Details see stage 19, route 56, but delete "Cross bridge to right bank" and add "Ford river Indus to right bank".<br><br><i>Note.</i> From Camp, stage 1, to Leh can be done in one day if a change of transport is arranged at Rumbak village and Spitok. |

**Route 57 A (new). THUGJE to GYA via  
THASANG LA.—38 miles.**

This is an alternative route from Thugje to Gya. It is open from middle of June to October and is chiefly of use to sportsmen in search of Ammon, as it passes through the country where Ammon collect in the last half of the year.

|     |                     |      |     |         |   |
|-----|---------------------|------|-----|---------|---|
| ... | Thugje<br><i>E.</i> | 52 K | ... | 16,000? | S. T. nil; F. G. and spring W. available. Level and easy track across Tsokar Chomo <i>maidan</i> , bearing north up <i>nāla</i> to Camp at foot of Thsang La. |
|-----|---------------------|------|-----|---------|---|

| NUMBER OF STAGES. | NAMES OF STAGES.             | MAP REFERENCE. | INTER. MILES.   | TOTAL MILES. | HEIGHT ABOVE SEA-LEVEL IN FEET. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.  |
|-------------------|------------------------------|----------------|-----------------|--------------|---------------------------------|---|
|                   |                              |                |                 |              |                                 |   |
| 1                 | Thsang<br><i>E.</i> ...      | 52 G           | $\frac{11}{11}$ |              | 16,000?                         | S. T. nil; F. G. W. available. Steep climb to Thsang La pass 17,500 feet in one mile. Then by high rolling down country passing Tin Sal <i>E.</i> at mile 3. At mile $5\frac{1}{2}$ gradual descent for remaining $1\frac{1}{2}$ miles to Mandal Chang camp.  |
| 2                 | Mandal<br>Chang<br><i>E.</i> | 52 G           | $\frac{7}{18}$  |              | 16,000?                         | S. nil; F. G. W. available. During the summer only, Changpas of Tiri village will supply transport if a man is sent ahead (two days' warning). Gradual climb $2\frac{1}{2}$ miles to Kaimeri La pass 16,800 feet, then $3\frac{1}{2}$ miles gradual descent to Kaimeri camp at three Chortens. F. G. W. available; S. T. nil. From here fair track down Kaimeri <i>nāla</i> to Gya. |
| 3                 | Gya<br><i>C. E.</i> ...      | 52 G           | $\frac{20}{38}$ |              | 13,500                          | Details see route 55.   |

**Route 65. ISLĀMĀBĀD to AMARNĀTH via PAHLGĀM**  
(Page 132)

In the heading *add*:

**C.—MATĀYAN—75 miles.**

In notes at head, in line 3, between 65 B and often, *insert*: "and 65 C"; and in line 4, for "The latter" and "the former" read "65 B" and "65 A" respectively.

To notes at head, between the 3rd and the last sub-paras, *insert* another sub-para:

"The main advantages of route 65 C are that Pahlgām can be reached from Matāyan in two long marches ( $19\frac{1}{2}$  and 26 miles), and that the

route is not liable to falling stones as is the Gamba Hut route. Ponies can be taken over with difficulty; the Gujars drive sheep and ponies over every year. Porters should not be loaded to more than 40 lb. An ice-axe and rope should be taken. The route is open from June 15th to September 15th”.

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After stage B6 *insert* a thin line and *add* :

| NUMBER OF STAGES. | NAMES OF STAGES.                 | MAP REFERENCE. | INTER. MILES.                         | TOTAL MILES. | HEIGHT ABOVE SEA-LEVEL IN FEET. | REMARKS AND NATURE OF COUNTRY TO NEXT STAGE.  |
|-------------------|----------------------------------|----------------|---------------------------------------|--------------|---------------------------------|---|
|                   |                                  |                |                                       |              |                                 |   |
|                   | <b>Amarnath, Cave, E.</b>        | 43N/12         | ...                                   |              | 12,729                          | Details see route 65, stage A 6. Climb steeply for 1½ miles to col, keep to right lateral moraine after passing snout of glacier. From col cross glacier to right lateral moraine to avoid difficult ice fall above snout of Skur N. glacier. Cross to left bank under snout. Difficult track down <i>nāla</i> to mile 5½. Then turn left down Skur N. Cross to right bank by snow-bridge. Junction with Zoji La road at mile 9½. Turn right easy track to Matāyan at mile 13½. |
| 1C                | <b>Matayan ... R. H., C., E.</b> | 43 N           | $\frac{13\frac{1}{2}}{13\frac{1}{2}}$ |              | 10,430                          | Details see route 50, stage 6.  |

## INDEX.

The references given below are to routes and not to pages. The following abbreviations are used t—

-d = -dawān = pass.

G. = Gali, Gala, Gulu = pass.

Gl. = glacier.

-j = -jilga = valley.

L = lake.

-l = Lungpa, Lungmo, Luma, Lumba, etc. } = valley, ravine, etc.

N = Nāla, Nār, Nāi, etc.

Pk = Peak.

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